

**ATTACHMENT L**

**FINAL  
ENVIRONMENTAL IMPACT STATEMENT**

***STRATEGIC PLAN  
FOR  
THE PORT OF OLYMPIA***

Prepared in Compliance with  
State Environmental Policy Act of 1971  
(Chapter 43.21C, Revised Code of Washington)  
and SEPA Rules  
(Chapter 197-11, Washington Administrative Code)

**Date of Issue: February 7, 1994**

**EXHIBIT 7**

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## **COVER MEMO**

**Background.** The Port of Olympia (Port) 1988 Comprehensive Plan is the current policy, business and land use guidance document for the Port. Supplemental to the 1988 Comprehensive Plan are master land use plans for the Airport (1990) and Thurston Airdustrial Park (Airdustrial) (1982). Environmental review was completed for each of these guidance documents. Several circumstances lead to the need to replace the 1988 Comprehensive Plan and master land use plans:

1. Land use and planning changes occurring throughout the County associated with the 1990 Growth Management Act;
2. Marine Terminal activity decline because of federal and state regulatory changes over forest practices;
3. Revival of scheduled airline service at the Airport;
4. The Department of General Administration proposal to develop a major Satellite Campus adjacent to the Airport and Airdustrial;
5. Increased understanding and subsequent concern for the shallow water table in North Thurston County, particularly in Tumwater near the Airport and Airdustrial; and
6. Progress on resolving the McFarland Cascade Pole site clean-up strategies and future potential land use strategies for the 13-acre site.

**Proposal.** The Port is proposing to replace its 1988 Comprehensive Plan with the *Strategic Plan*. The proposed action is the Port adoption of the *Strategic Plan*. The *Strategic Plan* is a composite of Values, Vision, and Mission Statements, and Goals & Objectives, plus master land use plans for the Port Peninsula, Airdustrial, and Airport properties. The objective of the proposed *Strategic Plan* is to create a policy framework which will guide future operational, business and land use plans.

A significant level of technical analyses, workshops, committee meetings and public involvement is represented in the *Strategic Plan*. Please refer to Exhibits 1 and 2 for a summary of the above studies and public involvement for the preparation and review of the *Strategic Plan*.

**Alternatives.** In this non-project analysis, the Port is evaluating the environmental effects that could result from choosing to pursue alternatives for its properties in Olympia and Tumwater, and for alternatives which could affect non-Port properties in Lacey and South Thurston



County.<sup>1</sup> No preferred alternative is recommended by this FEIS. However, the SPC has developed a preferred alternative for the Values, Vision, Mission and Goals & Objectives Statements. A preferred land-use alternative will be identified by the strategic planning committees and Port Commission in mid-1994, with the assistance of a land-use planning consultant.

The four *policy* alternatives evaluated are:

***Alternative 1: No Action - Continue as Authorized In Comprehensive Plan (amended to reflect current regulations and uses).***

***Alternative 2: Range of Alternatives Considered for Budd Inlet Properties In Olympia.***

***Alternative 3: Range of Alternatives Considered for Alrdustrial and Alrport In Tumwater.***

***Alternative 4: Range of Alternatives Considered for Lacey and South County Areas.***

The No Action Alternative, Alternative 1, serves as the baseline for comparison of impacts among alternatives. Alternative 1 represents activities and impacts established by the Comprehensive Plan and corresponding environmental review, amended to reflect current regulations and uses. The 1988 Comprehensive Plan alternative has been modified since the Draft EIS to reflect recent regulatory changes which significantly restrict the type and level of dredging allowed. These amendments pertain to this FEIS only, and are not formal amendments to the Comprehensive Plan by the Port Commission.

**Key Environmental Issues.** Some of the key environmental issues associated with maintaining and developing Port-owned facilities outlined in the alternatives include the following:

1. ***Traffic Planning.*** The Port is an intermodal transportation center for marine, rail, truck, and aviation transportation. Intermodal traffic to and from Port facilities is an integral part of the business that the Port provides to its various constituents. Key environmental issues among the land use alternatives is vehicle traffic. Intensification of land uses at the Port will most likely be manifest in traffic related impacts.
2. ***Utilization - Land Use.*** A composite of land use impacts reflected by employment, site coverage, bulk, density, and open space are quantified for each development alternative.

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<sup>1</sup> For readers unfamiliar with the State Environmental Policy Act requirements and guidance for preparation of non-project environmental review, please refer to Washington Administrative Code 197-11, and the Revised Code of Washington 43.21C. To focus the analysis of this environmental review, reference to SEPA rules within this document is minimal.

3. **Concurrency.** Water, fire protection, sewer, storm water, solid waste and police protection services are available to all Port-owned properties. Capacity and ability to serve will be issues dictating the timing of specific issues. Intensification of uses will likely mean increasing planning capacity serving Port properties. Future potential Port-owned sites will require an assessment of utility and public facility availability at the time of the proposal.
4. **Consistency.** Under State Growth Management Policies, Chapter 36.70A RCW, the legislature has directed that coordinated planning be used to assure consistency with comprehensive planning, concurrency between facilities and necessary infrastructure, and conformance between capital facilities and adopted plans.

In making such an evaluation, the Port has considered many of the adopted plans which set the regulatory framework within which the Port operates. Among the central documents are:

1. 1988 Urban Growth Management Agreement;
2. County-wide Planning Policies, September 1992;
3. Thurston Regional Transportation Plan *Making Connections* March 1993;
4. City of Olympia Comprehensive Plan, June 1988;
5. Shoreline Master Program for the Thurston Region 1990;
6. City of Olympia Zoning Ordinances;
7. City of Olympia Downtown Zoning Ordinance, draft September 1993;
8. City of Tumwater Comprehensive Plan, 1977 and 1993 draft;
9. City of Tumwater Economic Development Plan, 1990;
10. City of Tumwater Zoning Ordinances;
11. Tumwater Satellite Campus Master Plan, November 1992;
12. Thurston County Comprehensive Plan, June 1988;
13. The Sewer and Water General Plans for Thurston County, Olympia and Tumwater; and
14. The Parks and Recreation Plans for the Cities of Olympia and Tumwater.

Project-related impacts such as noise, light, glare, stormwater, and specific traffic-related issues are covered by regulations, standards, and permits issued by applicable jurisdictions. Consideration of such impacts as well as specific concurrency related issues are appropriate during review of capital facilities plans and at the time a project is identified and proposed for construction.

**Public Process and Comments Received on DEIS.** Over 100 copies of the DEIS were sent to those identified on the Distribution List in Appendix B. A public hearing was held on November 17 for public comment on the DEIS. Responses to these comments and written comments and responses are included in Chapter IV.

In response to comments received, the No-Action alternative was modified with the removal of fill areas from the Budd Inlet properties. This alternative was included as it reflects the 1988 Comprehensive Plan, and we acknowledge that the extent of fill activities are over-stated given the environmental implications which are reflected in regulations. No fill activities are proposed by the Port.

Project related impacts are not evaluated in this programmatic FEIS. All potential adverse environmental impacts posed by future projects will be evaluated and mitigated through subsequent environmental reviews. Any new information subsequent to this FEIS which has implications beyond the scope of this FEIS will be evaluated under a supplemental environmental review upon the recommendation of the Port Commission. Implementation of projects are and will be consistent with host city adopted comprehensive plans and permitting requirements.

***Strategic Plan Schedule.*** The schedule for completion of the *Strategic Plan* has been extended to mid-1994. Again, any new information gained through that timeline which is beyond the scope of this FEIS will require further supplemental environmental review.

## **FACT SHEET**

### **PROJECT DESCRIPTION:** *Port of Olympia Strategic Plan*

The Port is proposing to replace its Comprehensive Plan with the *Strategic Plan*. The proposed action is the Port adoption of the *Port of Olympia Strategic Plan*. The *Strategic Plan* is a composite of Values, Vision, and Mission Statements, Goals & Objectives, and master land use plans for the Port Peninsula, Airdustrial, and Airport properties. The objective of the proposed *Strategic Plan* is to create a policy framework which will guide future operational, business and land use plans. Adoption of the proposed plan by the Port of Olympia Commission will provide the direction for future operational, business, and land uses.

### **PROPONENT:** The Port of Olympia

The Port of Olympia's political boundaries are the same as Thurston County's. The Port is governed by an elected, three-member Board of Commissioners, from three separate districts within the County. The Port is a municipal corporation organized to serve all of Thurston County and to assist its communities with their economic development. It owns 1650 acres in Thurston County and operates the Olympia Airport, East Bay Marina, and Airdustrial. It provides park and recreational facilities. It leases land to tenants which range from restaurants and radio stations to light industry and state offices. It takes its responsibilities as an environmental steward seriously by cleaning up areas of pollution caused by industrial practices from earlier in the century and by instituting environmentally sound management practices.

**DATE OF IMPLEMENTATION:** 1994

**LEAD AGENCY:** Port of Olympia

**PORT COMMISSION:** Jeff Dickson  
Gary Alexander

**RESPONSIBLE OFFICIAL:** Richard O. Malin, P.E.

**CONTACT PERSON:** Andrea Fontenot  
(206) 754-2927

**APPROVALS REQUIRED:** The Port of Olympia Commission will take action on the plan.

Project specific development review and construction permits may be required at a later date to implement various aspects of the proposed plan, as well as the appropriate level of environmental review.

**AUTHOR AND PRINCIPAL CONTRIBUTORS:**

This FEIS was written by a team of Port of Olympia staff with support from legal counsel, including Andrea Fontenot, Barb Davidson, Jim Goché, Eric Egge, Doreen Milward, and Sandy Mackie.

**DATE OF ISSUE OF FEIS:** February 7, 1994

**BACKGROUND DATA AND SUPPLEMENTAL MATERIAL:**

Background information and supplemental material for this FEIS are available at:

Port of Olympia  
915 Washington Street N.E.  
P. O. Box 827  
Olympia, WA 98507-0827

**COST OF DOCUMENT:**

Copies of the FEIS have been printed, distributed and made available for public review. Additional copies are available at the Port of Olympia for \$12.00 each, the cost of production.

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### ***LIST OF ALTERNATIVES MAPS***

1. Budd Inlet 1988 Comprehensive Plan (Amended 12/27/93)
2. Budd Inlet High Intensity
3. Budd Inlet Medium Intensity
4. Budd Inlet Low Intensity
5. Airdustrial 1988 Comprehensive Plan & Low Intensity
6. Airdustrial High Intensity
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### ***LIST OF EXHIBITS***

1. List of Technical Studies
2. List of Strategic Planning Participants
3. Location Map for Port Properties
4. Table of Reference Documents Relating to Port Properties
5. Olympia Truck and Rail Routes
6. 1988 Comprehensive Plan Land Use Plan for Port Peninsula Properties Map
7. 1988 Comprehensive Plan Land Use Plan for West Bay Properties Map
8. 1988 Comprehensive Plan Land Use Plan for Airport and Airdustrial Map
9. Regional Road Improvements Map
10. Preferred Alternatives of Values Statement, Vision Statement, Mission Statement, and Goals & Objectives as Recommended by Strategic Planning Committee

### ***LIST OF APPENDICES***

- A. Determination of Significance and Request for Comments on Scope of EIS
- B. DEIS Distribution List
- C. FEIS Distribution List

## **I. DESCRIPTION OF THE PROPOSAL**

### **A. Project Summary**

The proposed action is the adoption of the *Port of Olympia Strategic Plan* by the Port of Olympia Commission. Because the Port's proposed action is adoption of a plan, rather than consideration of a specific construction project, the Port's proposal is a "nonproject action," or "programmatic environmental impact statement."

The Port is proposing to replace its 1988 Comprehensive Plan with the *Strategic Plan*. The *Strategic Plan* is a composite of a Values Statement, Vision Statement, Mission Statement, and Goals & Objectives, which have been developed by the Port's strategic planning committees (SPCs) (see Exhibit 10). The Values, Vision and Mission Statements and the Goals & Objectives have been reviewed in depth, but have not yet been adopted by the Port Commission. The SPCs have been guided in their actions by five strategic market studies (see Exhibit 1) designed to identify opportunities which are likely to generate net income for the Port and to benefit the Thurston County community. These research documents will form the basis for what has been designated as the "deliverables" of the strategic planning process: Revision of the Port's land use master plans, comprehensive plans, business plans, and budget. The land use plans have not been selected but will be some combination of the alternatives discussed.

Other analyses have been issued to the SPCs to assist in the decision-making process. These are listed in Exhibit 1 as well.

The goal of the *Strategic Plan* is to create a policy framework which will guide future operational, business and land use plans.

The focus of this environmental review is the nature of uses and improvements contemplated by the Port in a series of land use alternatives for the Budd Inlet properties in Olympia and Airdustrial properties in Tumwater. Consideration is given to properties not currently owned by the Port in Lacey and South Thurston County. The authors have chosen the land use alternatives for the environmental evaluation as those alternatives tangibly reflect the strategic planning alternatives being considered by the Port's SPCs mentioned above. Analysis of potential adverse and beneficial environmental impacts at the non-project level is also aided by the focus on land use alternatives. Port properties not under discussion in the *Strategic Plan*, in terms of changing land uses, are also not discussed or analyzed in this FEIS.

The Port Commission has the ultimate power to accept, refuse, and/or change the recommendations which will be submitted to it from the SPCs. Its three Commissioners must therefore be considered to be the authors of the decisions and documents which will arise from the strategic planning process.

The Port has included approximately 150 members of the Thurston County community in its strategic planning process as members of one of its three committees or as "interested parties." A list of participants is included in Exhibit 2. The Port has also publicized its activity in the local media and solicited comment from the general public. This public involvement has been continuous for over a year. The Commission also anticipates holding additional public hearings on the committees' recommendations prior to their adoption.



## **B. Planning Area**

Since the Port's boundaries are the same as Thurston County's, the planning area is defined as Thurston County (see Exhibit 3). Alternatives 1-3 evaluate alternatives primarily for existing Port-owned facilities. Alternative 4 evaluates opportunities for Port activities outside of the Port's currently owned facilities in Olympia and Tumwater.

## **C. Technical Studies**

Many studies were undertaken to assist in the strategic planning process, and they are discussed below.

*Community Impact Analysis.* A community impact analysis was completed prior to initiation of the strategic planning process. This analysis reviewed Port economic, financial, environmental and historical impacts on the Thurston County community.

*Market Studies.* Five market studies are being conducted to assist the strategic planning committees to assess market opportunities and economic impacts for various land uses. These studies addressed the following questions:

1. What commercial uses (other than marina and marine industrial operations) can the Port undertake which will generate sufficient benefit\* to justify that undertaking?
2. Can the marina operation create sufficient benefit\* to justify its continued operation? Can the Port undertake marine industrial uses of its land to create benefit\* to an extent which justifies the undertaking?
3. Can the Marine Terminal create sufficient benefit\* to justify its continued operation?
4. How can the Port use land in Thurston County to create benefit\* to an extent which justifies its undertaking?
5. What is the revenue generating potential of the Airport?

\*Benefit is calculated as income to the Port, job creation, increase in the tax base, and other benefits to the Thurston County community.

These studies are in draft form at this time but were considered in making this review. The studies are scheduled to be completed in 1994.

*Land Use Studies.* Separate from the market studies, yet on a parallel timeline, two land use master plans were prepared, one for the Budd Inlet properties in Olympia and one for Airdustrial properties in Tumwater. The goal of the land use studies is to guide development on Port properties through design, land uses, and development standards. Development of the land use plans was hastened by the 1990 Growth Management Act (GMA) deadlines for local government planning efforts, including land use plans and development standards. The Port is acting at this time to address its land use and development standard issues prior to completion of host government (Olympia and Tumwater) planning efforts, to better provide specific comments in the development of their plans.

The land use studies provided the range of alternative land uses for the DEIS and FEIS analysis for the Budd Inlet and Airdustrial properties, which are outlined in Alternatives 2 and 3; while Alternative 4 presents potential land uses and activities outside of current Port land ownerships. These studies will be completed in mid-1994.

*Airport Master Plan Update.* An amendment to the *Port of Olympia Airport Master Plan 1990* is underway. No significant modifications to the existing Airport operations are being considered as part of that update.

*Airdustrial Stormwater Master Plan.* A stormwater master plan is being prepared to provide an integrated stormwater management approach for existing and future developments at Airdustrial. This document is in draft form.

#### **D. Previous Environmental Documentation**

Chapters 197-11-635(1) and 197-11-402(7) WAC encourage agencies to use existing environmental studies and documentation, and to incorporate material by reference whenever appropriate. Thurston County is unique in the extent and detail of environmental analyses prepared by the various local jurisdictions, including Thurston Regional Planning Council (TRPC). Exhibit 4 provides a table of appropriate previous regulatory and program documentation which assisted the DEIS and FEIS in evaluating environmental impacts associated with this project. These documents provide an analysis of the regulatory framework within which the Port operates and are considered reference documents. Documents incorporated by reference are specifically identified herein.

## **II. DESCRIPTION OF ALTERNATIVES**

### **A. Analytical Approach**

At the conceptual or programmatic level it is difficult to identify meaningful measures of environmental impact. Specific facilities are not contemplated so much as generalized land use alternatives. Major sources of specific impacts would be addressed at the time a project is proposed for a specific location, depending upon conditions and facilities existing or available at the time the project is undertaken.

Nevertheless, several measures are available to describe potential impacts at the programmatic level. Using projects which have been proposed or described for the urban areas, typical patterns of building size and site coverage, population and employment, and transportation may be derived. Using these typical building blocks, it is possible to predict a range of intensity of impact which would give an indication of implications of using one or another of the range of alternatives presently under consideration.

Projects which were used in projecting the range of potential impacts were selected as indicative of use potential. The precise mix on the site could be any combination of uses. The intent has been to identify the higher impact models. The uses selected by the Port could have substantially less impact; higher impact would be unlikely.

The Port used four models for analysis:

1. **High Intensity Model.** In Olympia, high intensity was designed to reflect the projection of downtown, urban levels of use northward on the Peninsula. The maximum intensity was drawn from the state office proposal for the Yardsbirds site, which includes a mixed-use urban center. Five- to six-story buildings, significant population, site coverage, and traffic/transit related issues are all reflected in such uses. A second level of downtown intensity is reflected in state office buildings, such as the Cherry Street Plaza presently under review by the City. (It should be noted that the current market demand for five- to six-story buildings in the downtown Olympia area is lacking. This model is used to illustrate the high end of potential impacts.)

In Tumwater, the State Satellite Campus Master Plan is an example of the high intensity uses at Airdustrial. The impacts of that project were considered in the State Capitol Tumwater Campus Plan Supplemental EIS, which is incorporated by reference.

2. **Medium Intensity Model.** The medium intensity model was designed around a two- to three-story building pattern, with a combination of office, retail, and commercial uses. The Triangle Associates project, which is a freeway-oriented project at Cooper Point Road and Highway 101, was viewed as a typical model for two- to three-story retail/offices. A second example was the marine-retail project designed for the East Bay Marina in the mid-1980's. Both of these projects combine mixed uses that look to draw significant retail and commercial traffic to the waterfront, much as was done in Everett, Des Moines, or Edmonds. For a residential model, the Nordevin Breckinridge project in Tumwater is used for large scale residential development. The Breckinridge project has 945

people in 430 apartments on 25 acres creating 2,728 vehicle trips per day, and 306 P.M. Peak Hour trips. This level of intensity is typical of the medium intensity model.

3. **Low Intensity Model.** The low intensity model reflects larger spaces devoted to storage and processing, which means fewer people and traffic impacts, potentially more impacts with respect to noise, dust, light, and glare, which would have to be dealt with on a project level of review. The business park at the Port's Airdustrial site, or the Mottman Industrial Park, would be an example of the types of buildings typical for such uses. However, because of the downtown nature of the Budd Inlet properties and their proximity to the water, uses would be oriented to marine or marine-industrial type of uses which require or are benefitted by proximity to the water.
4. **Marine Terminal Model.** The marine terminal model reflects actual uses at the Port of Olympia and is typical of a Puget Sound break-bulk operation at smaller ports.

In Olympia, special uses such as a ferry terminal, the Farmers Market, and parks and recreation in support of other Port-related activities, are contemplated as potential uses within any of the models. Such uses would have to be carefully integrated within the broader context of Peninsula use, but would not have impacts different in kind from the more generalized impacts described above. In all four cases, traffic and parking will be given special consideration, as the intent of such uses is to draw populations from out of the immediate area. Central core retail, employment, and marine commercial also share this common trait.

The following is a summary description of each of the models used.

## DESCRIPTION OF LAND USE INTENSITY MODELS

### High Intensity

Right-of-ways and open areas = 10% of gross acreage

Site coverage = 80-100%

Maximum building height = 6 stories

Traffic generation = 225-260 P.M. Peak Hour Trips per developed acre

Employment = 270-435 jobs per developed acre

Example of use = Yard Birds Office Proposal and Cherry Street Plaza Proposal. Downtown Business Zone (Olympia) mix of office and retail uses, no setbacks, parking at rear of building or in structure.

### Medium Intensity

Right-of-ways and open areas = 20% of gross acreage

Site coverage = 50-75%

Maximum building height = 3 stories

Traffic generation = 40-90 P.M. Peak Hour Trips per developed acre

Employment = 30-70 jobs per developed acre

Example of use = East Bay Marina Commercial Development Proposal (1982), Percival Landing mixed uses, Central Waterfront Zone (Olympia) mix of office and retail uses, 30% open space/view corridors near water, surface parking.

### Low Intensity

Right-of-ways and open areas = 30% of gross acreage

Site coverage = 15-25%

Maximum building height = 2 stories

Traffic generation = 5-10 P.M. Peak Hour Trips per developed acre

Employment = 10-30 jobs per developed acre

Example of use = Business or light industrial campus, generous setbacks and landscaping, surface parking, public open space and passive park uses.

### Marine Terminal

Traffic generation = 1.5 P.M. Peak Hour Trips per developed acre

Employment = 27 jobs per berth

Example of use = Based on activity typical of break-bulk Puget Sound Ports.

**B. Alternative 1: No Action - Continue as Authorized in Comprehensive Plan (with amendments to reflect current regulations and uses)**

The proposed action is the adoption of the *Strategic Plan*, which replaces the existing Comprehensive Plan Mission Statement, Goals, Objectives, and development policies. If the Port does not take this action, the existing direction as contained in the 1988 Comprehensive Plan will guide Port development. It is noted, however, that recent regulatory changes will alter the type and level of dredging and fill originally proposed in the Comprehensive Plan. These dredging activities have therefore been eliminated from further consideration under this alternative.

Environmental impacts in this alternative are related to the operation and expansion of the existing essential facilities, to the extent that these activities are foreseen. The Comprehensive Plan provided flexibility for the Port to respond to future opportunities which were not necessarily addressed in the Comprehensive Plan. "By legislative design, Ports are flexible, responsive municipal corporations, and this plan is expected to reflect that business trait." (Port of Olympia Comprehensive Plan, page 6.)

Land uses authorized in the Comprehensive Plan for Port properties include transportation, industrial, commercial, retail and recreational. For discussion purposes in this FEIS, Port properties are divided into two geographical areas. Located in Olympia, one is referred to as the "Budd Inlet" properties, which includes the *Port Peninsula* between East and West Bays, and the *West Bay* properties. The second facility, located in Tumwater, is referred to as "Airdustrial," and consists of the Airport and associated commercial and industrial properties.

Essential facilities on the *Port Peninsula* to support the present Comprehensive Plan include:

- o Existing dock and terminal facilities, and a rebuilt berth four;
- o Existing rail and traffic corridors, provide access through Olympia. See Exhibit 5 for the truck and rail routes in Olympia;
- o Build-out of existing marina and related upland facilities and public access;
- o Replacement of Warehouse 1 and Shop facilities, though not necessarily in their former locations or configurations;
- o Materials handling, loading, and storage facilities as necessary to support diversified cargoes using the Port;
- o Adequate dock, repair, yard and waste handling, facilities to accommodate a community boat yard and retail area; and
- o Marine-industrial land suitably zoned for industrial uses related to marine activities, including materials handling, construction supply/resupply and repair.

Facilities on the *Port Peninsula* include an international shipping terminal, warehouses, restaurants, offices, a marina and pedestrian trails. The Comprehensive Plan map for the *Port Peninsula* is illustrated in Exhibit 6. The Comprehensive Plan includes two new marine terminal berths and increased cargo storage areas by 26 acres. (It is noted that two

additional marine terminal berths could be built only without dredging and filling in today's regulatory climate). The East Bay Marina expands to full build out of 1,100 slips, with an intensive marina commercial upland development. Leaseholds are developed on Parcels C and D. A 66,000 square foot transit warehouse is added to the existing 76,000 square foot facility. Port Offices are relocated closer to the entrance to the Peninsula.

Essential facilities on *West Bay* to support the present Comprehensive Plan include:

- Truck and rail access to existing uses;
- Water-related and water-dependent uses consistent with shoreline master program; and
- Habitat mitigation potential for waterfront activities.

The Port's *West Bay* properties include industrial uses and conservancy for fish and wildlife preservation. Approximately 7 acres of the Port's 40.8 acres on *West Bay* are upland, and are currently used by a veneer plant, **Exhibit 7**. Expansion envisioned in the Comprehensive Plan includes the conversion of tidelands to an additional 24 acres of upland property for water dependent land uses, specifically barge or ship berthing. (It is noted that in today's regulatory climate, this type and level of dredge and fill activities would not be permitted.)

Essential facilities at *Airdustral* to support current planning include:

- The existing Airport, taxiways, fixed-base operations, tower and fire-fighting facilities;
- Vehicle and truck access to I-5; and
- Sewer, water, and stormwater facilities sized to serve the Port property as well as abutting properties.

*Airdustral* land uses are primarily for transportation, industrial and commercial, some with an aviation and air services orientation, **Exhibit 8**. The Comprehensive Plan and 1982 Thurston Airdustral Park Master Land Use Plan authorize the continued leasehold development for corporate offices, light industrial, commercial, retail and aviation uses.

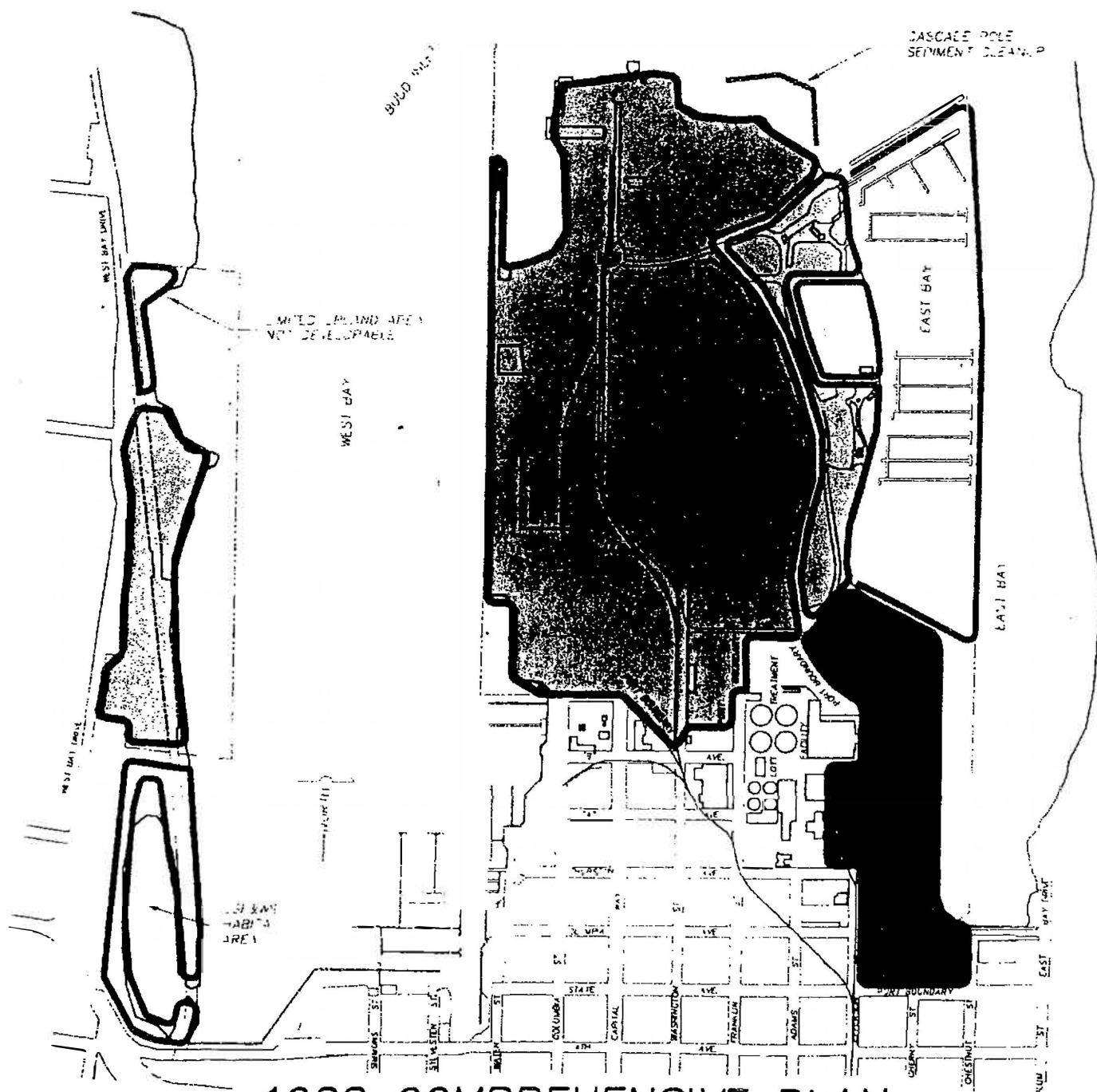
#### **C. Alternative 2: Range of Alternatives Considered for Budd Inlet Properties in Olympia**

Four land use development intensity alternatives are considered for the *Port Peninsula* properties: 1988 Comprehensive Plan (with amendments to reflect current regulations and uses), High, Medium, and Low. Four development intensity alternatives are considered for the *West Bay* properties: 1988 Comprehensive Plan (with amendments to reflect current regulations and uses), High, Medium and Low.

**1988 Comprehensive Plan, Map 1.**

	<b>MARINE TERMINAL</b> RIGHT OF WAYS & OPEN SPACE: NA SITE DEVELOPMENT COVERAGE: NA
	<b>HIGH INTENSITY</b> RIGHT OF WAYS & OPEN SPACE: 10% SITE DEVELOPMENT COVERAGE: 80-100%
	<b>MEDIUM INTENSITY</b> RIGHT OF WAYS & OPEN SPACE: 20% SITE DEVELOPMENT COVERAGE: 50-75%
	<b>LOW INTENSITY</b> RIGHT OF WAYS & OPEN SPACE: 30% SITE DEVELOPMENT COVERAGE: 15-25%

PENINSULA			WEST BAY		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
106	150-200	100-150	12	25-35	20-30
24	4860-5600	5830-9400	-	-	-
5	160-360	120-280	-	-	-
15	50-100	100-300	-	-	-
<b>TOTALS</b>	<b>150</b>	<b>5220-6260</b>	<b>12</b>	<b>25-35</b>	<b>20-30</b>



# 1988 COMPREHENSIVE PLAN AMENDED TO REFLECT CURRENT REGULATIONS AND USES

SCALE 1" = 300'

MAP 1



**Port Peninsula:** An array of high, low and marine terminal land uses are proposed on the Port Peninsula, with an aggregate which characterizes this mix of uses as a *low-medium* intensity land use alternative.

The highest intensity component is located at the entrance to the Port Peninsula. The medium intensity use is at the Marina, surrounded by lower intensity uses. The marine terminal intensity component of this alternative is located at the existing marine terminal and cargo yard, and is expanded into areas designated for potential fill. The aggregate of this alternative's array of high, low and marine terminal intensities are illustrated in the table on Map 1.

**West Bay:** High, medium, low and marine terminal land uses are developed on West Bay, with an aggregate which characterizes this mix of uses as a *low-medium* intensity land use alternative.

The marine terminal component is the expansion of the existing upland site from 7 to 24 acres. The low intensity component represents the property known as the Port Lagoon, which the Port has committed for fish and wildlife conservancy. The aggregate of this alternative's array of marine terminal and low intensities are illustrated in the table on Map 1.





#### **High Intensity, Map 2.**

**Port Peninsula:** An array of high, medium, low and marine terminal land uses are developed on the Port Peninsula, with an aggregate which characterizes this mix of uses as a *high* intensity land use alternative. In this option, the Port moves away from its marine terminal focus, and introduces a downtown Olympia level of development and population to the core of the Peninsula.

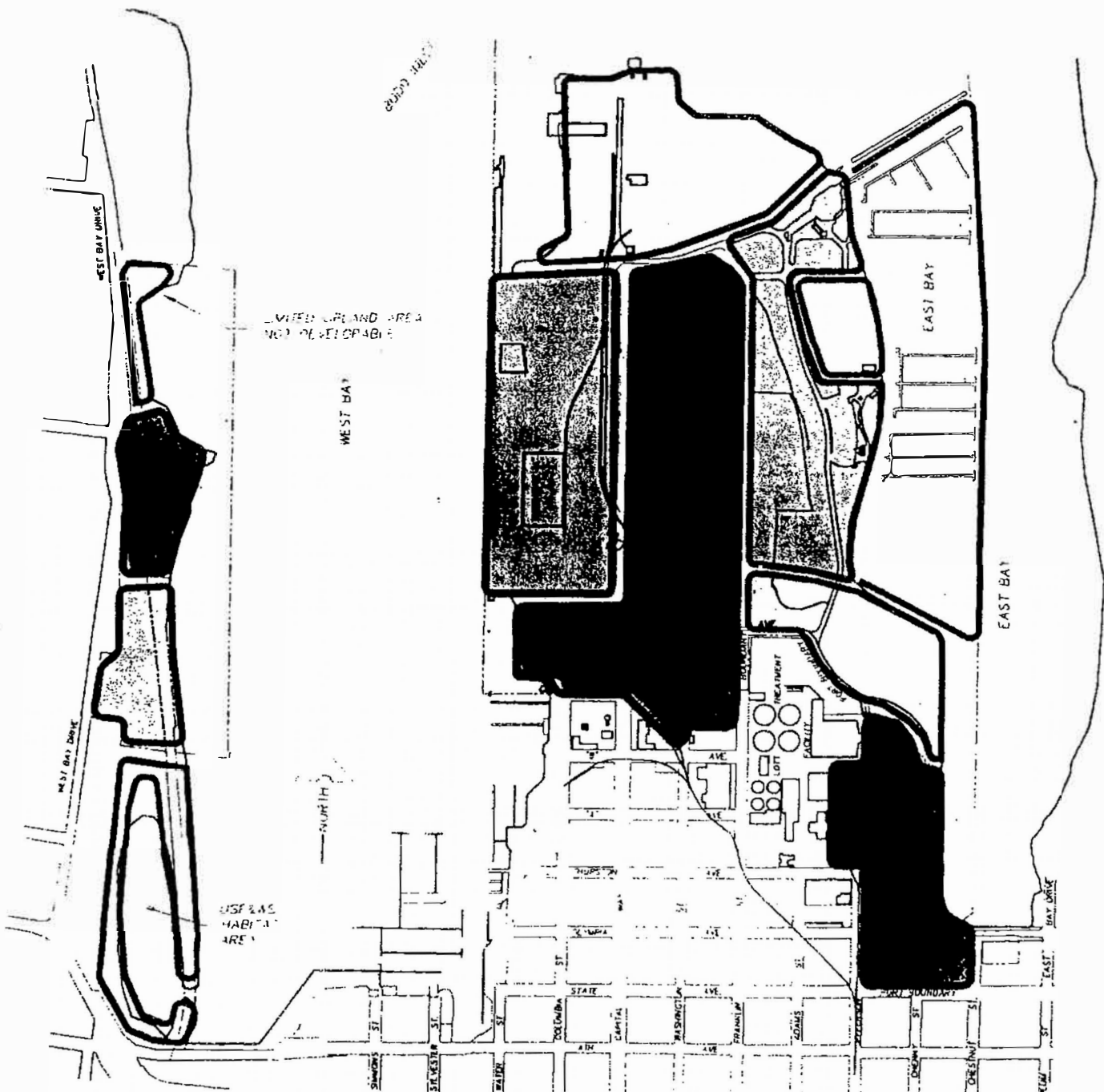
The high intensity model shows numbers significantly higher than any used in local planning documents. It is illustrative to note that the Port Peninsula properties, approximately 150 acres, is equivalent to 80 City of Olympia blocks. This is roughly the number of developed City blocks in the area between the Capitol, City, Plum Street, Capitol Lake, and the Port.

The high intensity component of this alternative is located at the entrance to the Port Peninsula, at the southern border of the current marine terminal, and down the middle of the Peninsula. The medium intensity component of this alternative is located at the north end of the Peninsula, at the base, and at the Marina. The low intensity component of this alternative is a majority of the Marina. As defined above, the intensity is measured by the amount of development coverage, traffic, and employment. The aggregate development coverage, transportation, and employment for this alternative's high, medium, low and marine terminal uses are illustrated in the table on Map 2. The calculations for impacts are summarized on the map. By using assumptions as to the extent of build-out or partial development, the reader can discern the order of magnitude of the impact for less intensive alternatives.

Additional essential facilities needed to serve such a development and population intensity include:

-  **MARINE TERMINAL**  
RIGHT OF WAYS & OPEN SPACE: NA  
SITE DEVELOPMENT COVERAGE: NA
-  **HIGH INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 10%  
SITE DEVELOPMENT COVERAGE: 80-100%
-  **MEDIUM INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 20%  
SITE DEVELOPMENT COVERAGE: 50-75%
-  **LOW INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 30%  
SITE DEVELOPMENT COVERAGE: 15-25%

PENINSULA			WEST BAY		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
28	40-50	50-80	--	-	-
57	11500-13300	13800-22300	6	1230-1420	1470-2370
40	1300-2900	960-2240	-	-	-
25	230-240	6-10	6	20-40	40-130
<b>TOTALS</b>	<b>150</b>	<b>13070-16490</b>	<b>12</b>	<b>1250-1460</b>	<b>1510-2400</b>



**HIGH INTENSITY**

SCALE 1" = 300'  
10/29/93

**MAP 2**

- A main public entrance through the Port, either Capitol Way or Washington Street, with an appropriate connection to State Street and 4th and Plum Streets, for circulation;
- Adequate parking to accommodate the uses;
- Adequate transit facilities to handle the increased commuter and retail traffic; and
- Adequate east-west circulation.

This option would require a zoning change from Industrial to Central Waterfront zoning on industrial parcels targeted for such use.

**West Bay:** A combination of high and low intensity land uses are developed on the West Bay, with an aggregate which characterizes this mix of uses as a *high* intensity land use alternative, see Map 2.

#### **Medium Intensity, Map 3.**

**Port Peninsula:** An array of high, medium, low and marine terminal land uses are developed on the Port Peninsula, with an aggregate which characterizes this overall mix of uses as a *medium* intensity land use alternative.





The high intensity component of this alternative is located at the entrance to the Port Peninsula, and at the southern border of the current marine terminal. The medium intensity component of this alternative is located down the middle and at the base. The low intensity component of this alternative is the existing East Bay Marina. The aggregate development coverage, transportation, and employment for this alternative's array of high, medium, low and marine terminal are illustrated in the table on Map 3.

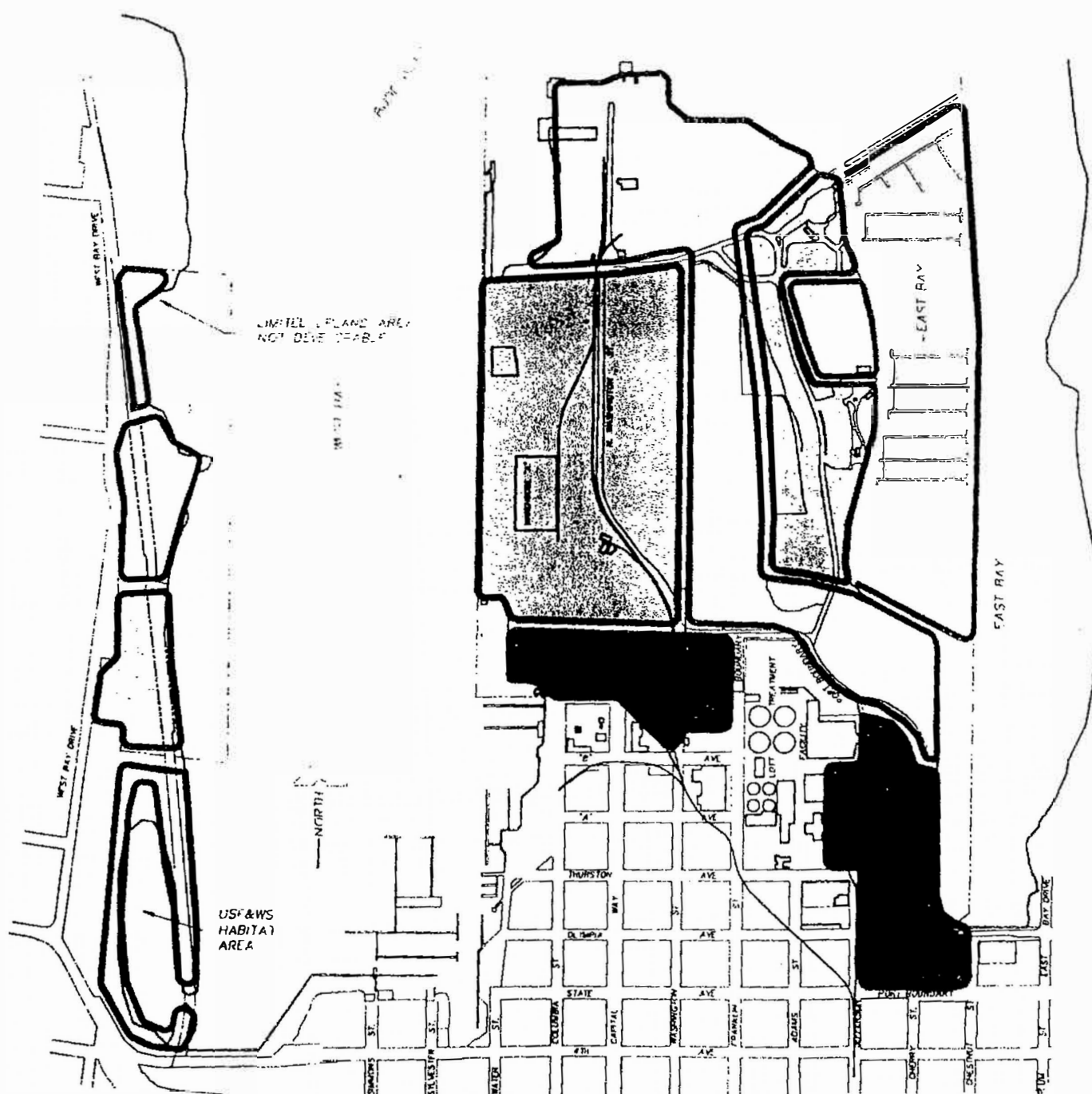
The essential facilities required to support this alternative would be the same as those necessary to support the No Action alternative, along with extension of the Central Waterfront zone. Transit, traffic and parking facilities adequate to the chosen level of intensity would have to be provided to accommodate the additional public activity in the area. A main public entrance, parking and transit facilities similar to the **high Intensity, Map 2**, alternative would be required but to a smaller scale.

**West Bay:** Medium and low intensity land uses are developed on the West Bay properties, with an aggregate which characterizes this overall mix of uses as a *medium* intensity land use alternative, illustrated on Map 3. Examples of types of medium intensity uses include a marine heritage center or the existing Solid Wood veneer plant. Low intensity uses for areas colored in green are envisioned as conservancy and open areas.

#### **Low Intensity, Map 4.**

**Port Peninsula:** An array of high, medium, and low intensity land uses are developed on the Port Peninsula, with an aggregate which characterizes this mix of uses as a *low* intensity land use alternative.

PENINSULA			WEST BAY		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
 MARINE TERMINAL RIGHT OF WAYS & OPEN SPACE 14 SITE DEVELOPMENT COVERAGE 14	45	70-100	50-80	-	-
 HIGH INTENSITY RIGHT OF WAYS & OPEN SPACE 29 SITE DEVELOPMENT COVERAGE 29	29	5870-6790	7050-11350	-	-
 MEDIUM INTENSITY RIGHT OF WAYS & OPEN SPACE 56 SITE DEVELOPMENT COVERAGE 56	56	1790-4030	1340-3140	6	170-430
 LOW INTENSITY RIGHT OF WAYS & OPEN SPACE 20 SITE DEVELOPMENT COVERAGE 20	20	230-240	6-10	6	20-40
TOTALS	150	7960-11160	8450-14580	12	190-470

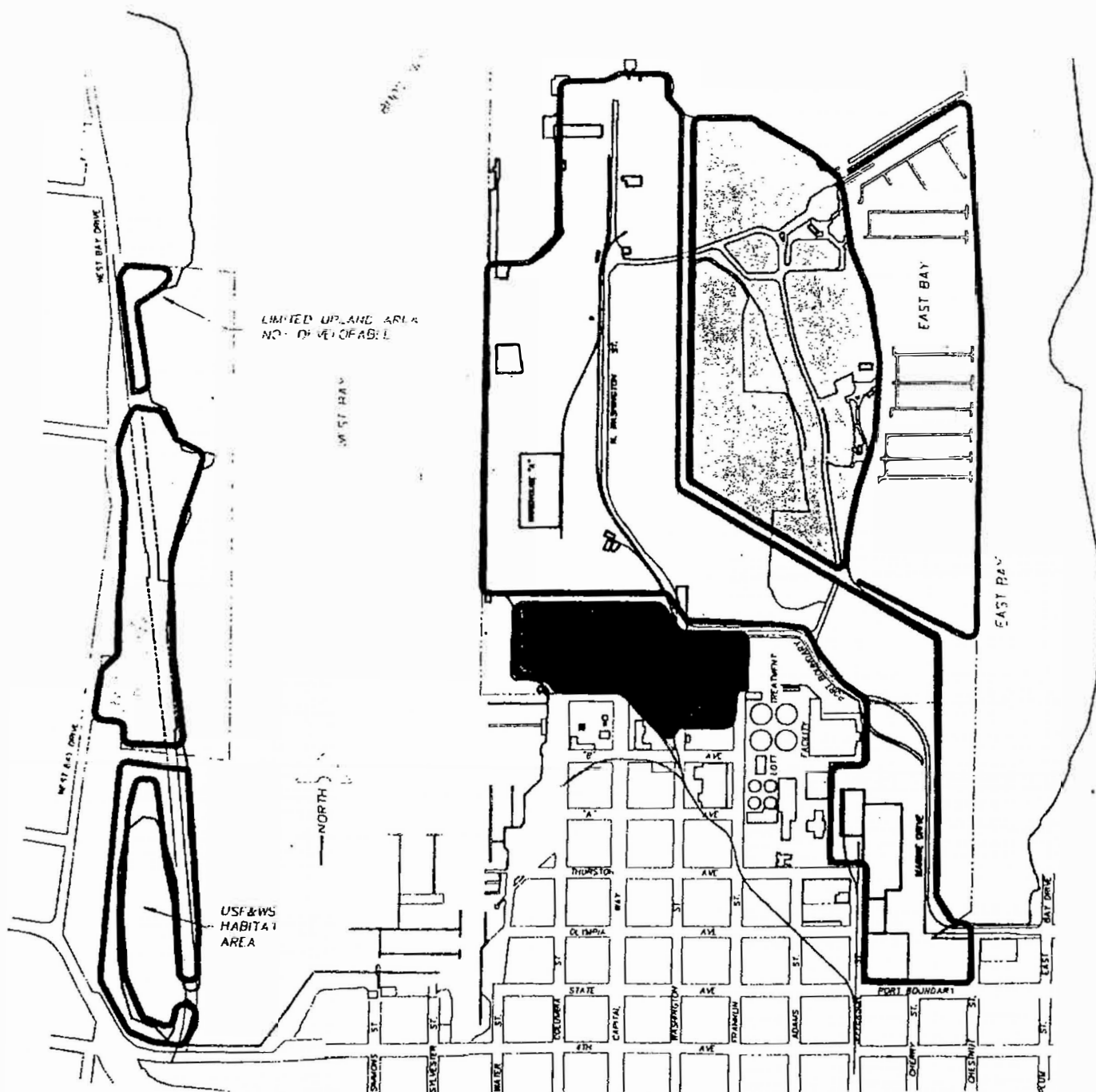


USF & WS  
HABITAT  
AREA

MEDIUM INTENSITY

-  **MARINE TERMINAL**  
RIGHT OF WAYS & OPEN SPACE  
SITE DEVELOPMENT COVERAGE 100%
-  **HIGH INTENSITY**  
RIGHT OF WAYS & OPEN SPACE  
SITE DEVELOPMENT COVERAGE 50-75%
-  **MEDIUM INTENSITY**  
RIGHT OF WAYS & OPEN SPACE  
SITE DEVELOPMENT COVERAGE 25-50%
-  **LOW INTENSITY**  
RIGHT OF WAYS & OPEN SPACE  
SITE DEVELOPMENT COVERAGE 10-25%

PENINSULA			WEST BAY		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
-	-	-	-	-	-
15	3040-3500	3600-5900	-	-	-
93	3000-6700	2200-5200	-	-	-
42	280-360	6-10	12	40-80	80-260
<b>TOTALS</b>	<b>150</b>	<b>6320-10560</b>	<b>12</b>	<b>40-80</b>	<b>80-260</b>



LOW INTENSITY

SCALE 1" = 200'

1140 1

The single high intensity component of this alternative is located at the entrance to the Port Peninsula. The medium intensity component of this alternative is located throughout the interior of the Peninsula. The low intensity component of this alternative is the existing East Bay Marina.

Essential facilities needed to support the present industrial operations would be adequate to support warehousing and other identified low intensity uses on the Peninsula. To the extent that low intensity uses include additional pedestrian activity along the Port's southern boundary, transit, traffic, parking and pedestrian facilities need to be addressed.

**West Bay:** This alternative represents a majority of medium intensity uses for an aggregate of a low intensity alternative.

**D. Alternative 3 - Range of Alternatives Considered for Airdustrial and Airport in Tumwater**

**Airdustrial.** Four development alternatives are considered for Airdustrial: 1988 Comprehensive Plan, High, Medium and Low intensity models.

**1988 Comprehensive Plan, Map 5.** As currently envisioned in the Comprehensive Plan, all uses at Airdustrial are low intensity industrial park uses, such as light manufacturing, aviation related industrial, highway commercial and corporate offices. Areas to the north and south in the aircraft approach zone are shown as potential future projects.

**High Intensity, Map 6.** In this alternative, high and medium intensity uses are added to the northern portion of Airdustrial for an aggregate high intensity use. The high intensity component of this alternative takes advantage of the direct access to I-5 and Airdustrial Way. Intensities of uses gradually decrease to the south. The Tumwater satellite campus Master Plan, as a study of one alternative of the urban core intensities for Tumwater, is considered a high intensity use. Areas to the north and south in the aircraft approach zone are shown as potential future projects.

**Medium Intensity, Map 7.** Here, all uses are medium and low for an aggregate medium intensity use. Medium intensity uses focus on a shift from one-story buildings to two- to three-story buildings with a higher emphasis on commercial office space rather than warehousing and shipping. Areas to the north and south in the aircraft approach zone are shown as potential future projects.

**Low Intensity, Map 5.** Same land use as envisioned in the Comprehensive Plan, Map 5. Areas to the north and south in the aircraft approach zone are shown as potential future projects.

**Airport.** The Airport is the subject of an Airport Master Plan and a Land Use Master Plan, as well as the present Comprehensive Plan. Facilities essential to the Airport and associated Airdustrial center include:

- Preservation and expansion of existing Airport facilities as shown in the current Airport Master Plan and associated Airport Layout Plan;

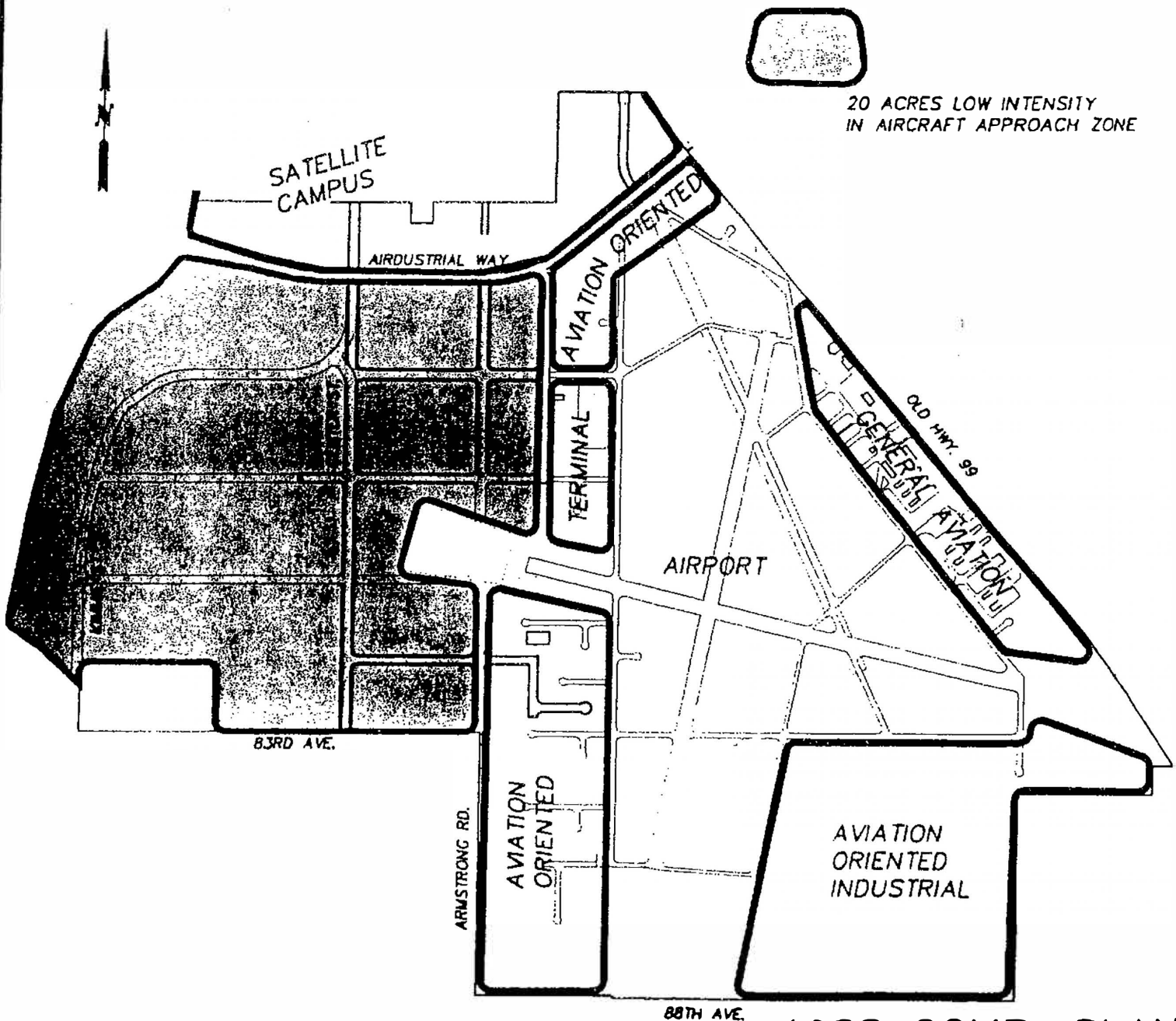


- HIGH INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 10%  
SITE DEVELOPMENT COVERAGE: 80-100%
- MEDIUM INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 20%  
SITE DEVELOPMENT COVERAGE: 50-75%
- LOW INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 30%  
SITE DEVELOPMENT COVERAGE: 15-25%

AIRDUSTRIAL			OFF SITE		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
-	-	-	-	-	-
-	-	-	-	-	-
435	1525-3050	3050-9150	80	280-560	560-1680
<b>TOTALS</b>	435	1525-3050	80	280-560	560-1680


SCALE: 1"=1500'

0 375 750 1500



60 ACRES LOW INTENSITY  
IN AIRCRAFT APPROACH ZONE

1988 COMP. PLAN  
LOW INTENSITY  
MAD 5

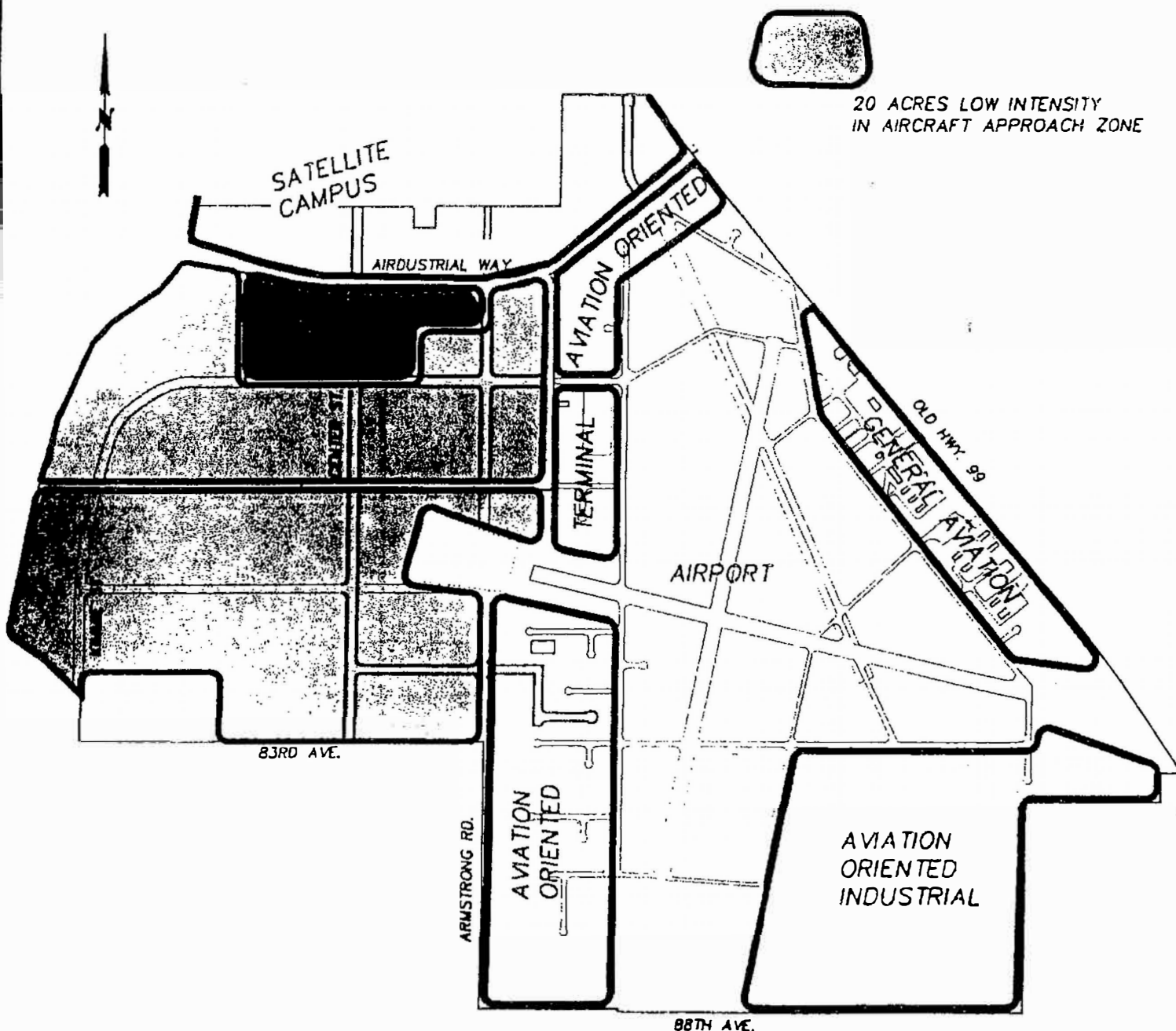
-  **HIGH INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 10%  
SITE DEVELOPMENT COVERAGE: 80-100%
-  **MEDIUM INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 20%  
SITE DEVELOPMENT COVERAGE: 50-75%
-  **LOW INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 30%  
SITE DEVELOPMENT COVERAGE: 15-25%

### TOTALS

AIRDUSTRIAL			OFF SITE		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
40	8100-9360	9720-15660	-	-	-
156	4990-11230	3740-8740	-	-	-
223	780-1560	1560-4680	80	280-560	560-1680
<b>435</b>	<b>13870-22150</b>	<b>15020-29080</b>	<b>80</b>	<b>280-560</b>	<b>560-1680</b>

SCALE: 1" = 1500'



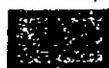
0 375 750 1500



60 ACRES LOW INTENSITY  
IN AIRCRAFT APPROACH ZONE

**HIGH INTENSITY**  
**MAP 6**

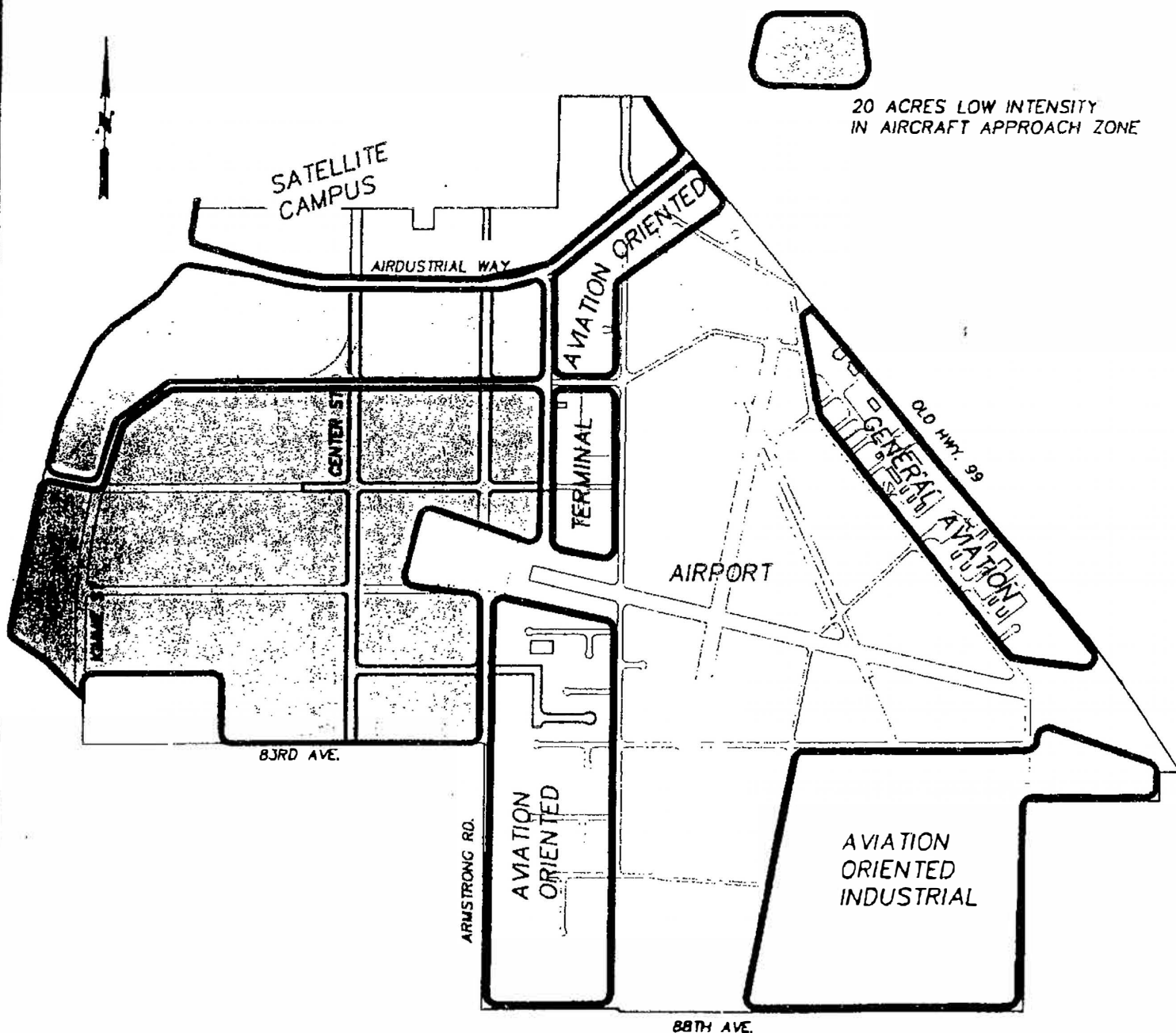


-  **HIGH INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 10%  
SITE DEVELOPMENT COVERAGE: 5-100%
-  **MEDIUM INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 20%  
SITE DEVELOPMENT COVERAGE: 50-75%
-  **LOW INTENSITY**  
RIGHT OF WAYS & OPEN SPACE: 30%  
SITE DEVELOPMENT COVERAGE: 15-25%

AIRDUSTRIAL			OFF SITE		
ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT	ACRES	P.M. PEAK HR. TRIPS	EMPLOYMENT
-	-	-	-	-	-
115	3680-8280	2760-6440	-	-	-
320	1120-2240	2240-6720	80	280-560	560-1680
<b>TOTALS</b>	<b>435</b>	<b>4800-10520</b>	<b>80</b>	<b>280-560</b>	<b>560-1680</b>

SCALE: 1"=1500'

0 375 750 1500



60 ACRES LOW INTENSITY  
IN AIRCRAFT APPROACH ZONE

**MEDIUM INTENSITY**  
**MAP 7**

10/29/93

- Maintenance of adequate crash fire rescue facilities to support the Port's current airport classification and such additional classifications as identified in the Master Plan;
- Land uses and zoning consistent with and compatible with the operation of the Airport, particularly those areas affected by takeoff and landings. This normally means uses other than residential uses should be provided in those areas;
- Adequate highway access in all weather to I-5 to assure industrial and other tenants have year-around access to the state highway network;
- Adequate sewer and water to provide waste facilities for all Port industrial park users to protect groundwater, and adequate water supply for drinking and fire flow. High use water processing facilities may be naturally limited due to restrictions on the City Water; and
- Adequate sewer and water lines and stormwater controls will need to be extended south of the Airport to serve airport-compatible uses once urban development commences in that area.

**E. Alternative 4 - Range of Alternatives Considered for Lacey and South County Areas**

The Port has been asked to consider alternatives in the Lacey and South County areas, but has not identified any specific use or location. County-wide policies and the Urban Growth Management Agreement suggest that Port activities in such areas be within the urban growth management boundaries, located where utilities are available, or can reasonably be made available (the Port can be the utility provider with the consent of the affected jurisdiction), or are located where the community agrees a new industrial-based center should be located. Such plans must be consistent with local plans and the Port should participate closely in the development and definition of urban growth areas and capital facilities plans in any area it expects to serve.

Since no alternative proposals are being considered at this time, impacts are not evaluated in this FEIS.

**F. Summary of Impacts**

Illustrated below in table form is a summary of Alternatives 1, 2 and 3's acreage requirements, peak trips, employment, and total site coverage.

## G. Comparison of Alternatives

	Acres	Peak Trips	Jobs	Total Site Coverage
<b>Port Peninsula Properties</b>				
1988 Comp. Plan Map #1 (As amended)	150	5,220-6,260	6,150-10,130	127-134
High Intensity Map #2	150	13,070-16,490	14,816-24,630	88-107
Medium Intensity Map #3	150	7,960-11,160	8,450-14,580	90-109
Low Intensity Map #4	150	6,320-10,560	5,800-11,100	52-77
<b>West Bay Properties</b>				
1988 Comp. Plan Map #1 (As amended)	12	25-35	20-30	12
High Intensity Map #2	12	1,250-1,460	1,510-2,400	5-7
Medium Intensity Map #3	12	190-470	180-470	3-5
Low Intensity Map #4	12	40-80	80-260	1-2
<b>Airdustral Properties</b>				
1988 Comp. Plan & Low Intensity Map 5	435	1,525-3,050	3,050-9,150	54-90
High Intensity Map #6	435	13,870-22,150	15,020-29,080	114-169
Medium Intensity Map #7	435	4,800-10,520	5,000-13,160	80-125
<b>Airdustral Off-site</b>				
1988 Comp. Plan & Low Intensity Map 5	80	280-560	560-1,680	8-14
High Intensity Map #6	80	280-560	560-1,680	8-14
Medium Intensity Map #7	80	280-560	560-1,680	8-14

### **III. AFFECTED ENVIRONMENT, SIGNIFICANT IMPACTS AND MITIGATION**

The adoption of a comprehensive plan does not, by itself, dictate any specific change to the environment. The current configuration of the Port, and facilities existing or planned under the current comprehensive plan, are considered givens for the analysis of the impact of proposed changes from the current plan. Further, the developments contemplated in the *Strategic Plan* look to a 20-year planning horizon consistent with local utility and transportation planning. Thus, immediate physical impacts on any particular improvement cannot be judged. Such evaluation will take place at the time a project is proposed.

The purpose of the analysis at this stage is to determine whether the plan alternatives considered by the Port would cause a material change or new considerations in the plans of communities directly affected by the Port, and particularly the plans of both Olympia and Tumwater. A list of reference plans which govern any development at the Port are listed as **Exhibit 4**. Under the proposed alternatives, consistency and conformance with such plans is required. Where the essential facilities necessary to support a proposed alternative require a change in an existing plan or the addition of new or additional facilities, the item will be discussed in detail.

The following table provides a summary of environmental elements discussed below.

*Port of Olympia*  
**ENVIRONMENTAL ELEMENTS**  
WAC 197-11-443(2), WAC 197-11-444

Element of the Environment	High Intensity Model	Medium Intensity Model	Low Intensity Model	Marine Terminal Model
<b>I. NATURAL ENVIRONMENT</b>				
<b>A. Earth</b>				
1. Geology	**	*	*	**
2. Soils	*	*	*	**
3. Topography	*	*	*	**
4. Unique Physical Features	*	*	*	**
5. Erosion/enlargement of land area (accretion)	*	*	*	**
<b>B. Air</b>				
1. Air Quality	See p. 24	See p. 24	*	**
2. Odor	*	*	*	**
3. Climate	*	*	*	**
<b>C. Water</b>				
1. Surface Water Movement/Quantity/Quality	*	*	*	**
2. Runoff/Absorption	See p. 24	*	*	**
3. Floods	*	*	*	**
4. Ground Water Movement Quantity/Quality	*	*	*	**
5. Public Water Supplies	See p. 24	See p. 24	*	**
<b>D. Plants and Animals</b>				
1. Habitat for and numbers or Diversity of Species of Plants, Fish, or other Wildlife	*	*	*	**
2. Unique species	*	*	*	**
3. Fish or Wildlife Migration Routes	*	*	*	**
<b>E. Energy and Natural Resources</b>				
1. Amount Required/Rate of Use/Efficiency	See p. 24	*	*	**

\* No change expected from current Comprehensive Plan

\*\* In Olympia, the Marine Terminal option is the predominant model in the existing Port Comprehensive Plan and thus reflects the no-change or status quo option

**II. BUILT ENVIRONMENT****A. Environmental Health**

1. Noise	*	*	*	**
2. Risk of Explosion	*	*	*	**
3. Releases or Potential Releases to the Environment affecting Public Health, such as Toxic or Hazardous Materials	*	*	*	**

**B. Land and Shoreline Use**

1. Relationship to Existing Land Use Plans and to Estimated Population	See p. 25	*	*	**
2. Housing	See p. 25	*	*	**
3. Light and Glare	*	*	*	**
4. Aesthetics	*	*	*	**
5. Recreation	See p. 25	See p. 25	See p. 25	**
6. Historic and Cultural Preservation	See p. 26	See p. 26	*	**
7. Agricultural Crops	*	*	*	**

**C. Transportation**

1. Transportation Systems	See p. 26	See p. 26	See p. 26	**
2. Vehicular Traffic	See p. 26	See p. 26	See p. 26	**
3. Waterborne, Rail, and Air Traffic	See p. 26	See p. 26	See p. 26	**
4. Parking	See p. 26	See p. 26	*	**
5. Movement/Circulation of People or Goods	See p. 26	See p. 26	*	**
6. Traffic Hazards	*	*	*	**

**D. Public Services and Utilities**

1. Fire	See p. 27	See p. 27	*	**
2. Police	See p. 27	See p. 27	*	**
3. Schools	*	*	*	**
4. Parks or Other Recreational Facilities	*	*	*	**
5. Maintenance	*	*	*	**
6. Communications	*	*	*	**
7. Water/Stormwater	See 24&27	See 24&27	*	**
8. Sewer/Solid Waste	See p. 27	See p. 27	*	**
9. Other Governmental Services or Utilities	See p. 27	See p. 27	*	**

**I.B.1. Air Quality.** In Olympia, if the Port selects one of the higher intensity models for the Peninsula, the need to bring significant numbers of residents, customers, or employees onto the Port property (from 10- to a 100-fold increase over levels contemplated in the current Comprehensive Plan), the peninsula nature of the Port properties and the physical location of the LOTT treatment plant make vehicular access a challenge. Plum and Cherry Streets to the east, Capital, Washington, and Jefferson Streets to the south and 4th and 5th Avenue bridges to the west, define the Port's potential access with the City. The City and regional transportation plans currently have no plans to upgrade any of these corridors except Plum Street. This is an ISTEA program to improve the capability of Plum Street to handle commercial industrial traffic using the Plum Street corridor to the Port, and some improvements to the bridge traffic flow [see Olympia 4th/5th Avenue Corridor Study, September 1992]. Both the medium intensity models predict potential traffic at levels substantially in excess of the 4th/5th Avenue study. If the Port were to move to a more intense model, the road access would have to be looked at closely, and particularly the links to transit and parking. Ambient air quality could certainly be affected by the increased congestion brought by the intense models. Mitigation would require future plans to look at improving access, creating a more significant transit relationship to the Peninsula, and scaling any final project to meet the capability of the planned network.

In Tumwater, where the Port has a more direct access, the issue will be to assume new facilities are adequately sized to meet demand.

**I.C.2. Runoff or Absorption.** The Port is able to deal with all of its stormwater on site, using the City and Port-owned drain lines. The ability to use Port property for treatment and discharge will be important, as rules governing treatment of groundwater are becoming more inclusive, and significant portions of the Port are downstream of any City-owned treatment facility in Olympia. In Tumwater, the Port is conducting a stormwater management study and is working with the City on joint stormwater plans and programs to protect the groundwater in an aquifer-sensitive area. The more urban high intense models provide relatively less open space in which to do on-site treatment and will require dedicated grounds or mechanical treatment facilities to meet evolving standards.

**I.C.5. Public Water Supplies.** In all cases the Port is in the heart of the community plans for water systems. The more intense models will bring substantially more people into the Port area than under present plans. The adequacy of water transport, supply, and delivery must be considered in capital facility plans to assure that the fire flow, fire-fighting equipment, and potable water is adequate to meet the needs of the increased population and use. In Tumwater, availability of water may be a short-term limitation.

**I.E.1. Use of Energy and Natural Resources.** The more urban high intensity models will cause significantly higher populations to live, work, or shop in the Port properties. Energy consumption would be more akin to the present urban core than the suburban – and low density – nature of present plans. As Port properties are in the center of the respective urban cores, adequate power must be provided in utility plans and downtown facility upgrades. In the event of shortages, plans may have to be scaled back to meet service capabilities.

### II.B.1. Land Use Plans:

**Olympia.** In Olympia, the high intensity model would require the City to reexamine its zoning plans, reduce the present industrial zone, and extend either or both the downtown zone and the central waterfront zone to a larger portion of the Olympia Peninsula. Such decisions would likely be made during the growth management planning presently underway by the City and to be completed by Summer 1994. Port plans and City plans need to reflect a consistent view of the Peninsula to avoid significant impacts. In addition, the medium and low intensity models would require similar coordination with the City to ensure consistency; however, impacts would be significantly less.

**Tumwater.** In Tumwater, the Tumwater Comprehensive Plan already identifies the Airport as a significant feature, and both the City and Port have approved the Satellite Campus Master Plan in concept. Joint planning and growth management planning affecting both the north and south runway approaches need to be worked cooperatively to assure compatible and supportive land uses. In the Port experience, residential uses, even low density uses, are detrimental to the Airport, as are livestock operations (e.g., veterinary clinics). Business uses which can be successfully incorporated into a park-like setting, but which need larger acreage for storage, assembly, repair, shipment, and handling are all uses compatible and supportive of the Airport.

**Lacey and South County.** The Port has been asked to consider alternatives in the Lacey and South County, but has not identified any specific use. County-wide policies and the Urban Growth Management Agreement suggest that Port activities in such areas be within the urban growth management boundaries, are located where utilities are available, or can reasonably be made available (the Port can be the utility provider with the consent of the affected jurisdiction), or are where the community agrees a new industrial-based center should be located. Such plans must be consistent with local plans and the Port should participate closely in the development and definition of urban growth areas and utility plans in any area it expects to serve.

**II.B.2. Housing.** Port property is not suitable for residential development as a primary use, due to the limitations on Port activities under Chapter 53.08 RCW. As discussed above, housing is also the land use typically most threatening to Airport operations.

If the Port were to desire to bring residential property onto Port property, the most likely scenario would be to identify such property and possibly arrange a trade for property more suitable for Port sponsored uses, or sold. In either event, the Port would be required to declare the property surplus to needs for Port use and sell or exchange the property at fair market value.

**II.B.5. Recreation.** Ports are permitted to build park and recreation facilities in aid of other Port-specific purposes. If the Port desired a regional park on the Peninsula or at Airdustrial, it would have to work with the sponsoring municipality to assure consistency with municipal park plans and park components of the municipal comprehensive plan. In Olympia, covered moorage, both a commercial and recreational amenity, would require a reexamination of the Urban Waterfront Plan. Covered moorage provides a higher economic return and increases the draw to the marina of powerboats, and particularly wooden powerboats, which would aid in broadening the base of support for any marine sales and or repair facilities proposed for the



East Bay area. Aesthetically, covered moorage poses a challenge due to the proximity to the urban core, entrance corridor, and residential communities. Design and scale will be important issues. If the Port elects to pursue covered moorage, it will have to work closely with the City to assure development of mutually acceptable guidelines to assure mutual compatibility.

II.B.6. Historic and Cultural Preservation. Olympia has a more than 100-year heritage as a working waterfront. The strategic planning process is designed to determine the scale and extent to which that tradition changes and continues. Under some of the more intense of the high intensity proposals, the terminal/waterfront shipping activity is reduced to passive standby berthing and repair. If that alternative is selected, the heritage of the working waterfront would be permanently lost.

II.C.1.-5. Transportation. Ports were created to facilitate the movement of goods and people.

In Olympia, the move to the higher intensity models would reflect a move away from the transportation facilitation and to a recognition that the Port property is part of the city core, providing more traditional urban core uses and places, e.g., mixed use office commercial/ Farmers Market/park, arcade and open spaces. Transportation services such as ferry terminals, marinas, boat launching, and private recreational facilities could be provided for or continued in the higher intensity models.

The higher intensity models would require a new look at circulation, and particularly techniques to accommodate vehicular traffic in and out of the Peninsula. Even if significant traffic reductions are successful through transit and transportation strategies, the higher intensity models create increased traffic levels which are potentially doubling or more of the total downtown Olympia growth contemplated in the City's 4th/5th Avenue bridge studies and the Port/City Joint Transportation Plan and the current Regional Transportation Plan. (At 150 acres, the Port property represents the equivalent of 80 City blocks on an area equivalent to the City of Olympia from the Capitol to the Port and from Plum Street to Capitol Lake.) In addition, the Port would have to work with the City on a parking plan to accommodate the higher intensity levels of use. Moving significantly to a higher intensity model would require joint reevaluation of the City land use plans and the development of capital facilities plans which conform to the new model. Without such changes it may be difficult for the Port or any developer on the Port Peninsula to demonstrate concurrency which will be required before any significant project may proceed.

If the lower intensity and marine terminals models are retained, the overall traffic is much less, but the currently planned truck routes and rail facilities, rights of way, and franchises linking the Peninsula with interstate traffic are essential for success – especially for the marine terminal facility. If continuance of the marine terminal model is selected, such essential facilities should be retained in current plans and supported through Port available transportation funds.

**Tumwater.** The Airport is not proposed for any change. The current Airport Master Plan shows intended uses and is being updated to reflect needed facility changes. The essential features for continued Airport success are adequate access to Highway 99 and I-5, which are presently in adopted regional and local plans and compatible land uses (not residential, see land use above) both north and south of the Airport. 93rd Avenue from the freeway, Kimmie Road, and 88th Avenue from Highway 99 to 93rd Avenue should all be planned as arterial

access serving Airport and airport related or supportive uses. Where possible, access corridors must be planned which permit direct access from the Port property to I-5 during inclement conditions when local streets may be closed due to weather induced weight restrictions.

In Tumwater, the Port has the opportunity to be a regional transit hub linking long-term and short-term parking, and park & ride facilities, with transit services to the South Sound and greater Puget Sound and Olympic Peninsula and southwest Washington. Good freeway access, both north and south, as well as coordination with the regional transportation plans is essential to serve such a function. Currently both short-term and long-term plans are in the regional transportation model, see Exhibit 9.

II.D.1.-6. Public Services and Utilities. The more intense development for the Olympia Peninsula and the Tumwater Capital Campus will require a level of urban fire and police capability which requires greater personnel and different equipment than the suburban/medium intensity model envisioned in the current comprehensive plan. By the same token, to the extent facilities on Port properties are more like the remainder of the community, the need for specialized equipment to handle certain industrial type needs would be reduced. The same would hold true for solid waste and other governmental services.

As the parks would be in conjunction with other Port activities, no significant impact is anticipated. The Port may wish to examine issues of joint maintenance and other cost setting and control techniques.

The intensification of the Port properties will require examination of capital facility plans to provide adequate water for potable water and fire flow to meet the significantly larger populations. Similarly, sewer service needs will increase. As both Port properties are centrally located, the Port is well within the utility service areas for both cities and the key planning element will be capital facility plans to assure adequate service to necessary facilities.

A final word. Both Olympia and Tumwater are relatively smaller communities on the periphery of the Puget Sound economic basin. These communities are strategically located on the I-5 corridor between Vancouver, B.C., and Portland, Oregon, and the rate of economic development in the area has been quickening, with development of the DuPont and Hawks Prairie areas. Nevertheless, experience has shown that absorption rates for commercial, residential, and industrial properties is rather stable and low. With a 120-acre parcel in Olympia and more than 600 acres in Tumwater, the Port will have to phase any development to reflect a slow transition to any of the new proposed uses. The economics of the absorption rate is beyond the scope of this document and is the subject of other studies and analyses. Historically, the Port has responded to market opportunities. The significant issue in making future choices is the extent to which it would foreclose or preclude other choices as regional and community needs shift and change.

#### **IV. RESPONSES TO COMMENTS ON DEIS**

##### **A. Introduction**

This section contains responses to public testimony and written comments on the DEIS issued on November 2, 1993. The verbal comments were received by the Port's Responsible Official at a public hearing on November 17, 1993. The written comments were received during the formal comment period, which began on November 2, 1993, and ended on December 2, 1993.

The State Environmental Policy Act requires that comments received on a DEIS for a proposed project or plan be responded to in a FEIS (WAC 197-11-560). The following chapter presents the written letters first, each followed with a response. The verbal comments are presented in a transcript from the public hearing, and are followed by a response.

Included in this chapter are the Strategic Planning Goals & Objectives, modified to illustrate all the changes made since the October 29, 1993 Draft, which was a Strategic Planning Committee work-in-progress project at the time the DEIS was issued. The Port's SEPA Responsible Official has determined that no material changes have been made to the Goals & Objectives which influence this environmental document. A complete exhibit of the Strategic Planning Committee Values, Vision and Mission Statements and the Goals & Objectives are included as Exhibit 10.

##### **B. Response to Written Comments**



2 December 1993

MEMORANDUM

TO: Port of Olympia, Richard Malin, Director of Engineering

SUBJECT: Strategic Planning Process: Comment on Draft EIS,  
dated 2 November 1993

Comments:

1  
Cover Memo, Comment No.5 concerning a shallow aquifer. This inclusion may add greater import to a specific, but non-critical, feature than is warranted. Recommend the item be deleted or language changed to reflect the existence of a "...shallow water table". An aquifer used by the City of Tumwater is hundreds of feet below the surface.

2  
Page 18, Para II.C.1-5 Transportation, and accompanying Exhibit 5. This portion states importance of truck and rail access for low intensity use and use of marine terminal. Port must be included in any City or County planning relating to these uses. For high intensity use the comment is accurate. Cooperation and planning with the City is required. Increased use of city roads for Port-related traffic is an issue calling for a solution, not a basis for limiting Port development.

3  
Exhibit 4 Reference Documents. Suggest add to Part A-All Port Properties, the document, "Port of Olympia USA-Community Impact Analysis" as approved by the Commissioners in June-July 1993. This is a significant document that provides comments relating to issues in the DEIS, e.g., Surface Water Quality on page B-11, Transportation on page B-25, etc. Specifically, prior reading of the Impact Analysis clarifies subsequent reading of the DEIS.

The above comments confirm our discussions with Andrea Fontenot, 29 November.

*Wayne Beckwith*

WAYNE K. BECKWITH

Member, Board of Trustees

Olympia/Thurston Chamber of Commerce

OLYMPIA/THURSTON COUNTY CHAMBER OF COMMERCE

**Response to Letter No. 1, Wayne Beckwith, Olympia/Thurston Chamber of Commerce:**

Thank you for your comments.

1. The Cover Memo has been changed as suggested.
2. The Port works cooperatively with all local and regional entities involved in transportation, primarily through Thurston Regional Planning Council as well as at the project level. For example, the Port and City of Olympia are jointly financing an overlay project on Plum Street, the designated Truck Route through Olympia. The project will provide additional strength for the interior truck lanes and will be completed sometime in 1994.
3. Thank you for your suggestion. We have incorporated the Community Impact Analysis into the reference document list.

## *Intercity Transit*

December 1, 1993

Richard O. Malin  
Director of Engineering & Planning  
Port of Olympia  
P.O. Box 827  
Olympia, WA 98507-0827

Dear Richard: *Dick*

Thank you for the opportunity to comment on the Draft EIS for the Port's Strategic Plan. Intercity Transit is always happy to participate.

It is difficult to make many useful comments on a programmatic EIS, because of its conceptual nature. However, there are a few significant issues that should be considered now and that will become more important as the plans for the property develop.

### *Port Peninsula Area*

Residential development of Port property is not discussed much. I did find a reference on page 17, which explained that housing is not an appropriate primary use for Port property. However, if the Port chooses to transition to more urban core uses, consideration should be given to the City's interest in increasing housing in the downtown area. The Port proposes mixed-use development in both the high- and medium-intensity models. This could include housing above office and retail space, which would create the opportunity for people to live, work, shop and play within their own neighborhoods. Wouldn't this qualify as an economic development activity of the Port? With the right design and pedestrian amenities, combined with transit service, it could also reduce dependence on the automobile and foster a sense of real community.

The high-, medium-, and low-intensity models would all require significant investments in road connections, pedestrian and bicycle amenities, transit facilities and other traffic mitigation. With the emphasis on inter-jurisdictional cooperation and inter-modal transportation through ISTEA, there will be opportunities for the Port, the City, and Intercity Transit to work together both in planning and funding projects.

*Strategic Plan DEIS*

December 1, 1993

Page 2

*Airdustrial*

2 | The Final EIS needs to address traffic impacts associated with the alternatives, and the improvements or mitigation that would be necessary to accommodate additional development in this area. | 2

As Thurston County's transit provider, Intercity Transit will collaborate with the Port in the development and design of the potential "regional transit hub" in Tumwater.

Again, thank you for requesting our input. Please keep me apprised of the Port's progress with the Strategic Plan, and let me know if I can be of any further assistance.

Sincerely,



Jamie D. Haveri  
Planner/Policy Analyst

copy: Hugh A. Mose, General Manager  
Rand A. Riness, Director of Planning

**Response to Letter No. 2, Jaime Haverl, Intercity Transit:**

**Thank you for your comments.**

- 1. The Port is evaluating the potential for many uses on the Port Peninsula, including residential development, as one type of high or medium intensity use illustrated in Alternative 2, Maps 2 and 3. Revised Code of Washington Title 53, land use zoning, and prior permit conditions currently restrict the development of residential uses on a majority of the Port Peninsula.**
- 2. Traffic impacts will be further detailed and evaluated at the project level. Please refer to discussion of transportation impacts and mitigation on page 18 of the DEIS, and page 26 of the FEIS. Future specific projects will consider transportation impacts and mitigation as appropriate for the proposed project.**



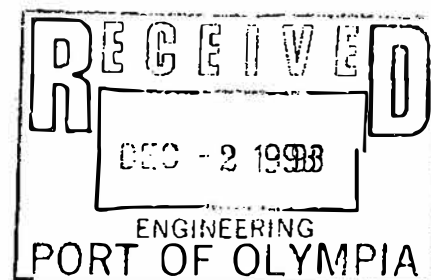
Letter No. 3

# LEAGUE OF WOMEN VOTERS

## OF THURSTON COUNTY

December 1, 1993

Richard O. Malin, P.E.  
Director of Engineering & Planning  
Port of Olympia  
P.O. Box 827  
Olympia, WA 98507-0827



RE: Draft EIS for the Port Of Olympia's  
Strategic Plan

Dear Mr. Malin:

The Thurston County League of Women Voters appreciates this opportunity to comment on the above-referenced Draft Environmental Impact Statement (DEIS). The League also appreciates the work that the Port of Olympia staff have completed so far on the Strategic Plan. The League does, however, have the following comments regarding the contents of the DEIS:

1. On the Cover Memo, #6, the DEIS states that progress has been made on resolving the McFarland Cascade Pole site cleanup strategies and future potential land use strategies. Why is there no further discussion in the DEIS regarding this site? In addition, Exhibit 4 does not include reference to the State Department of Ecology regarding the cleanup requirements and conditions.
2. Also on the Cover Memo, it states that various plans will be used to "update" the 1988 Comprehensive Plan. Does this mean that the Strategic Plan will only replace certain parts of the 1988 Comprehensive Plan, and the remaining parts will remain the same? Also, shouldn't the Strategic Plan incorporate other plans for emergencies such as oil spills and fires?
3. On page 1 under "Description Of The Proposal", the DEIS states that the "SPC's have been guided in their actions by five strategic market studies" and refers to them as policy documents. It does not seem appropriate that a market study would be a policy document. In addition, the Responder Group members of the Strategic Planning process

3 | received a copy of the "Community Impact Analysis" report that includes a good analysis of environmental and economic issues at the Port. This document should be guiding the SPC's as well. Further, additional external studies are in the process of development, as referenced at the bottom of page 1 of the DEIS. These include the Airport Master Plan Study and the Airdustrial and Port Peninsula Master Plan Studies. The League would hope that the SPC's have been guided by these documents as well. It is not clear why the Responders Group members have not received copies of the draft market studies, if they are to participate effectively in this stage of the process.

cont.

3

- 4 | 4. On page 1 it states that the authors have chosen the land use alternatives as those that reflect the alternatives considered by the Port's SPC's. What process did the SPC's follow in making these alternative determinations? What factors or criteria were used? Do these alternatives reflect the comments made in the letters received by the Responders Group?

4

- 5 | 5. The DEIS should note that the port peninsula consists of land fill, land filled for the specific purpose of bettering the economic climate for the whole county. In addition, the harbor area zoning surrounding the port peninsula limits types of uses for those areas.

5

6. Regarding the following statement on page 1, "Approximately 150 members of the Thurston County community (Exhibit 2) were included in this process", the League has the following comments:

6a. | a. Some Citizen Advisory Committee members and Responder Group members are listed as representing specific business organizations or governmental agencies. Why aren't neighborhood groups, environmental groups, etc. represented?

6a

6b. | b. The League, in reviewing Exhibit 2, questions why some members of the Responders Group include residents of Longview, WA; Seattle, WA; and Portland, OR.

6b

- 7 | 7. On page 2, the DEIS states that the studies to be used to develop the Strategic Plan will be completed in 1993. Is this adequate time for review and comments by the Strategic Planning members and the public, considering the time line for the Strategic Plan is completion by December 20?

7

8. Also on page 2, the DEIS states that "The Port is acting at this time to address its land use and development standard issues prior to completion of host government (Olympia and Tumwater) planning efforts, to better provide specific comments in the development of their plans." Is this an appropriate reason for the Port to accelerate the planning process? The League supports a joint and coordinated planning effort by the Port and the Host Cities.

9. While the DEIS states on page 4 that the intent was to identify the higher impact models, it still would be helpful in the analyses to include all levels of intensity, and addresses low impact uses such as museums, boat rental and waterfront public access. In addition, it would also be helpful in all of the alternatives to include more examples for each intensity, as opposed to just locations. Impacts considered under the various models should include aesthetic impacts on the peninsula (e.g. buildings blocking views of bay).

10. On page 5, it states that special uses such as a ferry terminal, the Farmers Market, and parks and recreation in support of other Port-related activities are contemplated as potential uses. What does "in support of other Port-related activities" mean? Also, would the Farmers Market only be allowed if in conjunction with some port-related function?

11. On page 7 it states that the existing plan includes the addition of two marine terminals berths. Where would these be located, according to the existing plan?

12. On page 8 under Alternative 1, no mention of recreational uses were included. However, the Port has recently granted a lease for a driving range for golf on the Airdustrial site. Was this decision made without consideration to the existing plan? Will the Port in the future adhere strictly to the plans developed through the Strategic Planning process?

13. Page 11 discusses the West Bay alternative, and Alternative 2 shows the filling in of 24 acres on the west side. The public was opposed to filling in of tidelands on the West Bay in previous years. Have the Port Commissioners seen a change in attitude since then? In what way has the public denoted this change?

14 14  
14. The review of this DEIS was difficult at times due to the format and grouping of information. For example, it would be helpful to separate the alternatives by peninsula, airdustrial, and airport sites. For instance, office buildings are planned for airdustrial, but is this appropriate for peninsula? Also, does aesthetic value matter differently at airdustrial than from peninsula?

The League hopes that our comments will be helpful in guiding the Port Commissioners in finalizing the DEIS and the Strategic Plan.

Sincerely,

*Debbra Cole*

Debbra Cole, President  
League of Women Voters  
of Thurston County

**Response to Letter No. 3, Debbra Cole, League of Women Voters:**

Thank you for your comments.

1. Until a specific clean-up solution is identified, it is difficult to discuss specific future land uses for the Cascade Pole site. The DEIS and FEIS present two intensity scenarios for this site which reflect, in general, potential land uses within those scenarios. The Department of Ecology is the lead agency with regard to the Cascade Pole site, and it is targeting identification of a final remedy and discussion of environmental issues in the Spring of 1994.
2. The *Strategic Plan* will serve as the core guidance document for land use, capital improvement, annual business plans and other Port planning activities. Because of the current major re-thinking of the future of the Port, the *Strategic Plan* is more accurately considered to replace the Comprehensive Plan as opposed to amendment. This distinction is noted in the Description of the Proposal, in response to your question. Other emergency plans, such as the Disaster Plan, are stand-alone documents which respond to regulatory requirements beyond the scope of the *Strategic Plan*.
3. The market studies, as noted, will assist in the policy making process and this distinction is noted in the Description of the Proposal. The purpose of the market studies is to assist the Port in identifying a range of market opportunities and alternatives, and were reviewed in draft form for the preparation of the DEIS. The strategic planning process will identify specific choices among the alternatives considered. Where a choice presents itself not among those considered in this environmental review (DEIS and FEIS), a supplemental environmental review will be required.

The Airdustrial Master Plan and Budd Inlet Properties Master Plan are guided by the strategic planning process and are therefore not reference documents in the preparation of the *Strategic Plan*. The Airport Master Plan is undergoing an update; however, this update is technically based and is not intended to significantly alter the direction of the original Master Plan. This document is available to all strategic planning participants, and has been distributed to all technical and citizen volunteers who are serving in an advisory capacity to the Airport Master Plan update. As noted on page 1, Port properties not under discussion in the strategic planning process, in terms of changing land uses, are not discussed or analyzed in the DEIS or FEIS.

Copies of the draft market studies have not been distributed due to their preliminary status and the confidentiality of material contained within the report. If the Port Commission decides to distribute the final drafts of the market studies, it is likely that those portions of the reports which could compromise market opportunities for the Port will be removed.

4. The Strategic Planning Committee (SPC) has not made formal land use determinations. This activity will follow on the completion of the Goals and Objectives. The draft market studies, public comment, scoping notice and comments were used in the drafting of the DEIS and creation of the ranges of alternatives.

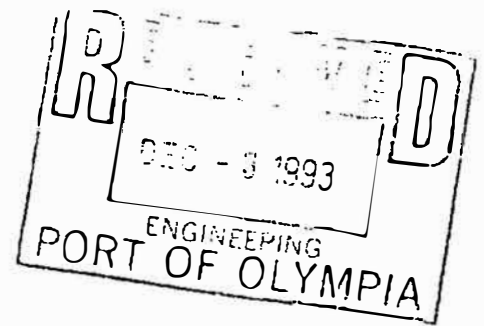
5. Thank you for the comment; no response is necessary.
6.
  - a. The SPC addressed this policy question at its June 21, 1993, meeting by deciding that participation in the strategic planning process should include all constituencies, including those outside of the area, who have demonstrated a concern in the process and an interest to participate.
  - b. A wide range of interests were considered in the selection process for strategic planning project participants. No environmental group has specifically requested representation; however, among the interests represented on the SPC, Citizen Advisory Committee, and Responders Group, are both environmental and neighborhood associations. South Puget Sound Environmental Clearing House is on the strategic planning project mailing list and receives all meeting notices.
7. Scoping and preliminary studies were used as a guide in the development of the DEIS and FEIS. Information from the studies will be considered when the strategic planning committees and Commission make specific choices, the schedule for which has been moved to 1994. To the extent that additional information is needed that was not addressed through this environmental review, and the Port Commission wishes to consider it, a supplemental environmental review would be required.
8. The Port supports coordinated planning; one example is discussed in response to Olympia/Thurston Chamber of Commerce #2. The DEIS and FEIS identify higher intensity uses which would require significant infrastructure and local plan changes. The purpose of the DEIS and FEIS was to identify potential consequences of choices before the Port Commission would recommend moving in a direction. Long discussions about coordination will need to carry on to ensure mutually beneficial plans.
9. The different intensity models capture the likely impacts of most conceivable projects, with examples of projects included in the intensity model and the discussion of alternatives. More project-specific type uses, such as museums, boat rentals, etc., should be dealt with at a parcel-specific phase, currently scheduled for early 1994. With respect to aesthetics, any building on Port of Olympia property is required to obtain either a City of Olympia or Tumwater permit. The Port has no independent design review policies, but has a commitment to each respective city's design review guidelines.
10. According to Revised Code of Washington Title 53, the Port may provide public park and recreation facilities when such a facility is necessary to more fully utilize boat landings, harbors, wharves and piers, air, land, and water passenger and transfer terminals, waterways, and other port facilities authorized by law pursuant to the Port Comprehensive Plan of Harbor Improvements and Industrial Development. Through this review, the Farmers Market is considered a commercial use which can be compatible with other commercial uses.
11. The two additional marine berths, as illustrated in the 1988 Comprehensive Plan, would be located on the existing marine terminal by expanding the terminal to the north and south of the current dock face. Under current regulations adopted by both the Port and City of Olympia, dredging to accomplish this expansion is not allowed.

12. The Port was requested by a developer to consider a commercial lease for a golf driving facility. The Port determined that this use was consistent with existing plans, and located the use in an area suited for commercial ventures of a recreational nature. This project was evaluated by the City of Tumwater as a commercial use. Future projects will also be required to adhere to adopted Port and City plans.
13. Even though the No Action Alternative in the DEIS shows fill, there are no plans to implement an expansion project including fill. Current adopted policy supersedes the 1988 Comprehensive Plan, for example, the Urban Waterfront Plan which has been approved by the Port Commission and City of Olympia. The Urban Waterfront Plan prohibits dredging other than maintenance and for the removal of contaminated material. A new map reflecting this change is included in the FEIS, Map 1.
14. The SPC was asked by members of the public to consider alternative non-marine terminal uses for the Peninsula, thus the consideration in the range of alternatives in the *Strategic Plan* are appropriate. Aesthetic values are an issue at Airdustrial and the Budd Inlet properties. The respective and differing Tumwater and Olympia policies reflect the different geographic location of these properties, e.g., mountain and water views.



STATE OF WASHINGTON  
DEPARTMENT OF FISHERIES

Post Office Box 43135 • Olympia, Washington 98504-3135 • (206) 902-2200 • SCAN 902-2200 • TDD 902-2207



December 2, 1993

Port of Olympia  
ATTENTION: Richard O. Malin  
Post Office Box 827  
Olympia, Washington 98507-0827

**SUBJECT: Draft Environmental Impact Statement - Port of Olympia  
Proponent - Strategic Plan for the Port of Olympia - Budd  
Inlet, Tributary to Puget Sound, Sections 10, 11, 14 & 15,  
Township 18 North, Range 02 West, Thurston County, SEPA Log  
No. 25684, WRIA 13.MARI**

Dear Mr. Malin:

The Washington Department of Fisheries (WDF) has reviewed the above-referenced Draft Environmental Impact Statement for the Strategic Plan for the Port of Olympia and offers the following comments at this time. Other comments may be offered as the project progresses.

This DEIS offers a very cursory view of environmental impacts from the proposed Strategic Plan. WDF does not agree that no change in impacts to "Habitat for and numbers or Diversity of Species of Plants, Fish, or other Wildlife" (Section III, page 14) will occur as a result of adoption of the Strategic Plan. The existing environmental studies and documentation listed in Exhibit 4 may contain sufficient detail on impacts to fish habitat, but since WDF comments on the Scoping Notice for this DEIS are largely absent, they are reiterated here in expanded form.

WDF supports the low intensity option proposed for the Strategic Plan, and encourages the Port to adopt this option to update the current Comprehensive Plan, as long as impacts to the productive capacity of fish and shellfish are avoided, minimized, or mitigated. The portion of the current Comprehensive Plan that proposes filling 24 acres of intertidal habitat should be eliminated. Current state and federal laws prohibit wetland fills without mitigation, and there are likely insufficient acres of uplands available in the vicinity of the proposed fill to create intertidal habitat to mitigate a fill of this magnitude.

WDF encourages the Port to shift priorities to increase public use of Port and waterfront property. Development of a marine trail system, with public access to the shoreline and fish and wildlife viewing areas would encourage enhancement and preservation of the intertidal habitat and the fish and wildlife it supports. The demand for shoreline access and recreation is increasing. However, shoreline



Richard O. Malin, P.E.

December 2, 1993

Page 2

access proposals should consider the impacts of public access and utilization on the aquatic environment and resources. Emphasis should be on viewing of shoreline areas left in a natural condition, or rehabilitating degraded shorelines to restore fish and wildlife habitat. Trails and access points should be designed and constructed so that the productive capacity of the habitat is not reduced.

3 The Strategic Plan DEIS should address the impacts of each alternative on marine nearshore shallow water habitat. Nearshore shallow water habitat in Puget Sound is critical to the survival of juvenile marine fish and juvenile salmonids during their spring outmigration. This habitat includes all beaches and beds of marine and estuarine waters of the state from ordinary high water waterward to -10.0 feet (Mean Lower Low Water = 0.0 feet). This habitat is important as a migration corridor, producer of food, and serves as a refuge from predation. In addition, this habitat comprises spawning habitat for many important species of marine fish. Since the inception of development along the shores of the Sound, much of this critical habitat has been lost due to bulkheading, filling, dredging and other impacts associated with urban and industrial development. These impacts have reduced the reproductive potential of those species dependant on this spawning habitat. They have reduced the area available for juvenile marine fish and juvenile salmonids to rear, feed, and migrate. And they have reduced the area available for juvenile salmonids to physiologically adapt from fresh to saltwater.

4 Marine tidelands and shorelines owned and administered by the Port of Olympia contain some of the most critical fish habitat areas in Budd Inlet. Migrating juvenile salmonids must rear and migrate in the nearshore environment administered by the Port. Juvenile sandlance, surf smelt, and herring spawn and rear in the waters adjacent to Port property. Activities on Port land and Port facilities can have a significant impact on these resources, in terms of modification and degradation of their habitats and impacts to water quality.

5 The Strategic Plan DEIS should address the impacts of and alternatives to in-water log rafting. One of the more severe impacts is the continued booming of logs in the shallow water migratory corridor, landward of minus 10 feet MLLW. Many of these log rafts ground out on the beach at low tide, degrading the intertidal habitat and reducing productivity of organisms that juvenile salmonids and other marine fish prey upon. In addition, bark debris from booming operations accumulates on the bottom, creating anaerobic conditions harmful to fish life and water quality. The shadows cast by log booms moored over shallow subtidal beds reduce the primary productivity that epibenthic prey organisms are dependant upon. These same shadows deter juvenile salmonids, which cannot see into the darkened area under the booms, from using this valuable habitat for rearing and feeding. These shadows also preclude escape for

Richard O. Malin, P.E.  
December 2, 1993  
Page 3

juvenile salmonids when pursued by predators, as they tend to avoid darkened areas where they cannot see. Finally, propwash from tugs handling log booms in shallow water exacerbates water quality problems and further degrades habitat by suspending silt and anaerobic sediment in the water column.

The impacts of log booming operations in shallow water are numerous and detrimental. The Port should adopt a policy prohibiting log booming landward of minus 10 feet MLLW, and especially in any areas where logs will ground out on the intertidal area. In addition, the Port should consider alternative log handling methods to booming and handling of logs in the water. Most modern facilities have gone to upland handling of logs almost exclusively. With proper stormwater and runoff controls on the log yard, such operations are considerably less impacting on the marine environment.

1 The Strategic Plan DEIS should include a policy prohibiting the use of creosote and other wood preservatives in the marine environment and mandating alternatives to the use of these materials in Port operations. WDF, Department of Ecology (DOE), Department of Health, Department of Natural Resources, Department of Wildlife, and several local jurisdictions are concerned about the use of creosote and other wood preservatives in the aquatic environment. 6

In particular, WDF is concerned about adverse effects on fin fish, shellfish, benthic and epibenthic invertebrates, marine vegetation, etc., from the use of pilings treated with creosote and other wood preservatives in the aquatic environment. Although creosote treated wood is not currently regulated as a dangerous waste, it remains classified by the Department of Ecology as an extremely hazardous waste for acute toxicity and persistence. Disposal is confined to lined landfills.

7 A major portion of creosote is comprised of a variety of chemical compounds known as polycyclic aromatic hydrocarbons (PAHs). Creosote pilings in saltwater leach PAHs. As much as 20% or more of a piling's creosote leaches into the surroundings waters. Since 50 to 100 gallons of creosote are used in the typical piling depending on the piling size and level of treatment, the amount leached can be significant. About 2/3 of the PAHs released are adsorbed to bottom sediments and persist. Sediments thus contaminated with PAHs may become ineligible for unconfined in-water disposal, and must be disposed in expensive lined landfills if dredging of the sediments ever becomes necessary in the future. 7

8 Most fishes metabolize PAHs, however, intermediate breakdown products can be extremely carcinogenic to a wide variety of organisms (including fish). Epidermal tumors and liver lesions in flatfishes are two examples of cancerous affects which have been directly related to high PAH levels in sediments. Other PAHs exhibit 8

9 significant acute toxicity to aquatic organisms but are non-carcinogenic. PAHs can cause adverse effects at numerous biological levels including enzymatic and immunological changes, tissue damage, direct mortality, and community alteration. Bivalves (eg. mussels and oysters) do not metabolize PAHs. High tissue concentrations have been found in these organisms in association with PAH contaminated substrate (piles and sediments).

10 Because of the above-identified effects of PAHs on the environment, their sources should be reduced or eliminated wherever possible. Preferred non-toxic alternatives to creosote include concrete, steel, or recycled plastic piles. The additional cost of these alternatives can be offset by their benefits. These include: longer product life, increased structural support capability, reduced disposal costs, lower costs of driving, and fewer piles. WDF recommends that these alternatives be utilized to reduce adverse affects on fish life.

11 The Strategic Plan DEIS should include a stormwater treatment retrofit for Port facilities. One of the major impacts of development adjacent to marine waters is the introduction of fine grained sediments and pollutants such as oils, heavy metals, phosphates, etc., into marine receiving waters from roadways, parking lots, and other impervious surfaces. This run-off and the pollutants it contains can adversely affect fish life by filling estuarine and nearshore rearing and spawning habitats, by covering up eelgrass beds, by changing invertebrate and vertebrate species diversity and abundance, and by contaminating important sport and commercial shellfish beds.

12 Similarly, untreated stormwater runoff into tributary streams can contaminate spawning and rearing areas. In addition, the increase in volume of stormwater due to replacement of natural vegetation that detains and transpires rainfall with impervious surfaces that convey rainfall immediately into streams causes gravel spawning beds to scour and degrade, and flushes natural habitat structure out of the system, resulting in dramatically reduced productivity for salmon and other fish species. In order to protect water quality affecting these and other fish resources and habitats, stormwater run-off must be treated.

WDF has developed stormwater management guidelines for the purpose of protecting fish habitat and aquatic life. The final drainage plan for any proposed development should conform to the water quality section of these guidelines or utilize methods appearing in the Stormwater Management Manual For The Puget Sound Basin, produced by the Department of Ecology, Water Quality Program. Thurston County has adopted similar guidelines. A Hydraulic Project Approval may be required from the Department of Fisheries for the stormwater system if the design does not meet DOE or Thurston County guidelines. WDF is supportive of the Port's preparation of a stormwater master plan

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for Airdustrial, and is encouraged by the recognition of the value of the Port's property for stormwater treatment in the downtown Olympia area.

14 The Strategic Plan DEIS should incorporate measures to limit impacts to the environment from airport development. Controls to contain fuel spills at the airport runway and facilities should be implemented. Similar controls, including spill contingency plans and detention points, should be developed in the event of emergency landings, crashes, or emergency jettisoning of fuel in the flight path. The airport is in the Deschutes River drainage, an important producer of salmon and steelhead. Water and habitat quality in the Deschutes system is already challenged by development. Activities contemplated by the Port in the development of the Strategic Plan should result in no net loss of the productive capacity of fish and shellfish habitat.

15 The Strategic Plan DEIS does not discuss the acquisition of railroad right of ways for development of trail systems as mentioned in the Scoping Notice for the DEIS. If railroad right of ways proposed for acquisition are developed, access to streams that support runs of salmon should be restricted, to reduce harassment of spawning adults, and blockages to salmon migration should be identified and corrected during the trail construction process.

WDF encourages the use of Port property for public access to the waters of Budd Inlet and the marine resources they support. An essential component of public access are marinas and boat launching facilities. The Strategic plan should include expansion of the existing regional marine recreational facilities, including launching and mooring. However, information synthesized from recent studies indicates that the shadow cast by overwater and floating structures, as narrow as eight feet in width, located in the intertidal and shallow subtidal habitats can result in the loss of important marine vegetation, such as eelgrass and other aquatic macro and microalgae and vegetation. This shadow can therefore reduce the productivity of food organisms important to juvenile salmonids and marine fish dependant upon the primary productivity of this vegetation. In addition, this shadow disrupts juvenile salmonid migration along the shoreline. These small fish avoid dark areas under overwater and floating structures, and are forced offshore into deeper waters where they are more susceptible to predation. Finally, fish that prey upon juvenile salmonids are attracted to the habitat provided by overwater and floating structures.

To avoid the adverse impacts from expansion of the recreational marine facilities in Budd Inlet, overwater and floating structures should avoid marine macrophytes, such as eelgrass, kelp, and other nearshore wetland vegetation. In addition, structures located between ordinary high water and -10 feet (mean lower low water = 0.0

Richard O. Malin, P.E.  
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feet) should be constructed so that solid decked areas are limited in width. This can be accomplished by:

1. Restricting the width of the proposed structures to eight feet;  
or
2. Covering any additional width of the structure with grating material that will allow light to reach the habitat below. This grated area should therefore not be used for storage purposes;  
or
3. Construction of the structure using alternating bands of decking and grating. The alternating bands shall be equal in width and each band of decking and grating shall be a maximum of eight feet in width. As we indicated above, any additional structural width shall be grated to minimize the impact.

Decked surfaces greater than eight feet in width, located in the intertidal and shallow subtidal zones, can result in significant habitat damage and may require mitigation. Mitigation for damage to these habitats is usually difficult and expensive. Therefore, it is generally better to minimize any unavoidable habitat damage. Covered moorage, indicated to be a desirable component of recreational marina expansion, needs to be located waterward of minus 10 feet MLLW to avoid the above impacts. Alternatives to covered in-water moorage should also be considered. Covered or open upland storage areas for recreational boats, with a crane type launching facility, are utilized in other areas of Puget Sound and should be considered in the Strategic Plan.

16 WDF is concerned about adverse impacts to juvenile salmonid and marine fish food resources resulting from dredging in shallow water habitats. Research indicates that intertidal habitats are very productive and have the highest abundance of prey (epibenthic) organisms upon which these resources depend. The most productive tidal elevation of this habitat is between +2.0 and -2.0 (datum, Mean Lower Low Water [MLLW] = 0.0). As tidal elevation decreases, epibenthic productivity generally decreases. Dredging projects that reduce tidal elevation of shallow water habitats therefore reduce the productive capacity of the habitat and require mitigation. Mitigation for damage to these habitats is usually difficult and expensive. Therefore, it is generally better to minimize any unavoidable habitat damage. 16

Additionally, many critical habitats, both landward and waterward of the -10.0 contour can be impacted by dredging projects. Among these are surf smelt, sandlance, and rock sole spawning beds, juvenile rockfish and lingcod settlement areas, shellfish beds, marine vegetation beds, and Dungeness crab settlement, feeding, rearing, and molting areas. To avoid adverse impacts to these critical areas,

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dredging projects should avoid spawning beds, marine vegetation beds, and lingcod, rockfish, shellfish, and crustacean settlement areas and beds. Again, applicants must first take all reasonable steps to avoid habitat damage, and second, take all reasonable steps to minimize any unavoidable habitat damage. Any habitat which is unavoidably damaged or lost must be replaced to its full productive capacity using proven methods.

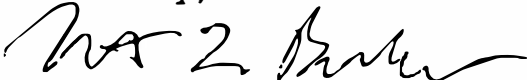
17 In-water disposal of dredged material should comply with PSSDA requirements, and sediment toxicity analysis should be required. The applicant should contact the Department of Ecology (DOE) for sampling and the Department of Natural Resources (DNR) for disposal requirements. Disposal of dredged material in shallow water habitat is generally prohibited, except in cases where clean material can be used for mitigation in the form of shallow water habitat creation or restoration. Project proposals will be considered on a case by case basis. Upland disposal of dredged materials should conform to water quality BMP's, and spoils should not be used to fill wetlands. WDF recommends locating marine facilities in water deep enough so that dredging is never necessary over the life of the project. 17

18 A proposal the Strategic Plan DEIS should consider is creation of a marina from uplands. Such a facility, if provided with a shallow water migratory corridor at a seven foot horizontal to one foot vertical slope around the perimeter of the facility, and connected to the shoreline with ramps eight feet in width or less, would be exempt from mitigation for overwater coverage and dredging, as fish habitat would be created as a result of the project. 18

We appreciate your cooperation in our efforts to protect, perpetuate and manage the fish resources of the state of Washington.

Thank you for the opportunity to provide these comments. If you have any questions please call me at (206) 902-2575.

Sincerely,



Robert Burkle  
Regional Habitat Manager  
Habitat Management Division

cc: R. Timothy Flint, WDF  
Barbara Ritchie, DOE  
Kim VanZwalenburg, DOE  
Ginna Correa, WDW  
Gwill Ging, USFWS  
Steve Friddel, City of Olympia  
Roger Giebelhaus, Thurston County Planning Department

**Response to Letter No. 4, Robert Burkle, Department of Fisheries:**

Thank you for your comments.

1. The fill activities identified in the 1988 Comprehensive Plan have been removed from the maps included in the FEIS. These activities are unlikely given current regulations, and were included to illustrate the existing Comprehensive Plan, as discussed in response 13 to Letter No. 3 from Debbra Cole.
2. The linear park along East Bay is presently included. Public access and cargo activities present an unsafe combination of uses. Public access will be further considered during the land use planning phase of the strategic planning process, as discussed in response 4 to Letter No. 3 from Debbra Cole. Future shoreline developments will also be consistent with the Thurston Regional Shoreline Master Program and the Urban Waterfront Plan.
3. Issues raised are more properly dealt with at the project level. Further, the Port of Olympia's urban shoreline meets a number of competing priorities, as allowed under the urban environmental designation in the Shoreline Master Program. Comments on importance of habitat are appreciated. The Port of Olympia actively supported the creation of a Habitat Commission and Comprehensive Habitat Plan for Budd Inlet upon adoption of the Urban Waterfront Plan.
4. Please see above.
5. Specific policy on current log rafting is beyond the scope of this environmental review. However, independent of the strategic planning process, the Port is discussing this issue with all appropriate state agencies, including the Department of Fisheries.
6. At the present time, this is a project-related issue. The Port is subject to, and abides by, all rules and regulations regarding creosote piling use and disposal.
7. Please see above comment #6.
8. Please see above comment #6.
9. Please see above comment #6.
10. Please see above comment #6.
11. The Port presently holds a National Pollution Discharge Elimination System (NPDES) permit for the marine terminal area, and has prepared best management practices through the pollution prevention plan. The Port has sent you a copy of these BMP's under a separate cover.
12. Please see the above comment.
13. Both the City of Olympia and Tumwater have adopted the regional stormwater guidelines, which are applied to projects at the permit level.

14. **The Port presently has spill prevention plans in place for all facilities and activities. This document is independent of the *Strategic Plan* and process.**
15. **The Regional Railway Strategy, adopted by Thurston Regional Planning Council, identifies the Port as lead agency for acquisition of certain railroad right-of-ways. However, any potential trail development of such right-of-ways would be undertaken by other more appropriate agencies with broader recreational authority and interest.**
16. **See comments #2 and #3. The Department of Ecology is considering a small dredge program in intertidal areas to remove the most contaminated sediments, an activity authorized in the local Urban Waterfront Plan.**
17. **This issue is properly addressed at the project level.**
18. **This is beyond the scope of this environmental review.**



Letter No. 5



STATE OF WASHINGTON

DEPARTMENT OF GENERAL ADMINISTRATION

DIVISION OF ENGINEERING AND ARCHITECTURAL SERVICES

206 General Administration Building, P.O. Box 41012 • Olympia, Washington 98504-1012 • (206) 753-7507  
FAX (206) 753-2848 • FAX SCAN 234-2848

December 2, 1993

Richard O. Malin, P.E.  
Director of Engineering and Planning  
Port of Olympia  
Post Office, Box 827  
Olympia, Washington 98507-0827

Dear Mr. Malin:

Thank you for the opportunity to comment on the Port of Olympia's Strategic Plan Draft Environmental Impact Statement. We reviewed the draft and have the following comments.

We are pleased to learn that the Port remains committed to the Tumwater Campus Plan and has adopted the Supplemental Environmental Impact Statement for the plan. General Administration promises to continue working with the Port of Olympia, city of Tumwater, Tumwater School District, and Intercity Transit to develop the Tumwater Campus and responsibly mitigate any environmental impacts related to state projects.

The State Printers, Archives, and Central Stores are located on Port property just south of Airdustrial. Our tentative plan is to locate additional state light industrial uses in this vicinity in the future. Consequently, it is encouraging to know that light industrial uses will be a large part of your airdustrial plan.

Sincerely,

A handwritten signature in cursive script that reads "Mary Alice Edison".

Mary Alice Edison, Manager  
Facilities Planning and Development

MAE:dc:ss

**Response to Letter No. 5, Mary Alice Edison, Department of General Administration:**

**Thank you for your comments.**

C. **Agenda and Transcript of DEIS Public Hearing**

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**DEIS PUBLIC HEARING**

*1993 Port of Olympia Strategic Planning Process*

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November 17, 1993  
7:00 p.m.

Norman Worthington Conference Center  
Michael Contris Room  
5300 Pacific Avenue SE  
Lacey, Washington

**A G E N D A**

- A. CALL TO ORDER (*Richard O. Malin*)
- B. MEETING FORMAT (*Richard O. Malin*)
- C. DESCRIPTION OF DEIS AND APPROACH (*Andrea D. Fontenot*)
- D. ENVIRONMENTAL IMPACT STATEMENT PROCESS (*Alexander W. Mackie*)
- E. PUBLIC COMMENT OPENED
- F. PUBLIC COMMENT CLOSED
- G. ADJOURNMENT

**PUBLIC HEARING**

**NOVEMBER 17, 1993**

**7:00 p.m.**

**DRAFT ENVIRONMENTAL IMPACT STATEMENT**

**FOR**

**THE PORT OF OLYMPIA**

**STRATEGIC PLANNING PROCESS**

**Saint Martin's College  
Norman Worthington Conference Center  
5300 Pacific Avenue S.E.  
Lacey, Washington**

MR. MALIN: We'll open the floor now to public comment. On our signup sheet we have one person who is interested in making comment, but we have such a small group here tonight that I would encourage all of you, if you want to say something, raise your hand and we'll be glad to take your comments. Nancy Carroll, if you could come up and state your name and address, and if you are representing an organization.

MS. CARROLL: Yes, my name is Nancy Carroll and my address is 4004 Goldcrest Dr. NW, Olympia, WA. I am a member of the Responders Group but tonight I am here representing the Thurston County League of Women Voters.

First off, the League wanted to make a statement saying how much they do support the Port's planning process and this whole development of the EIS process as well. We met last week over it and we are going to provide formal written comments to you by December 2nd. But, I do have some general comments basically on the project summary and that is on page 1. And these actually relate to the EIS but also to the plan itself. It states here that the SPC has been guided in their actions by five strategic market studies and then it also goes on to say, "these policies documents." And I question whether these market studies are in fact a policy document. I think that they are to be used more for guidance but not as a policy document themselves. I think that probably should be reworded, because I believe that the intent is that the planning committee will review those documents and develop a policy document themselves. So I think that should be changed.

Also there are other documents that were involved or written for the planning process. One was called the Community Impact Analysis, and looking at where it says Exhibit 1, I don't see that listed as a document that the SPC was using to develop the whole strategic plan actually aside from the Mission and Vision Statements. And there are other documents too that were referenced but it isn't clear here whether or not the committee was actually using those, or will be using those in developing the actual final plan.

3 Another comment I have, second to the last paragraph, it mentions that the Port has included approximately 150 members of the Thurston County community, and it says, "as one of it's three committees." Well, there's actually only two committees. The third is a group, which I belong to, which is a Responders Group -- it doesn't act as a committee. They don't meet, etc., etc., so I think that probably should be corrected. 3

And let's state here under C, Technical Studies, towards the end, it states that the studies, the five market studies that are going to be used really to develop the plan, aren't finished yet. They won't be completed until 1993. I'd like to know when those would actually be completed, because I kind of, we have concerns, the league has concerns about the time deadlines we are looking at. I mean I think in the last planning process deadline it said December 20th, or around that date, the plan would be completed. I am not sure when the EIS would be completed, but the league has some major concerns about the deadlines, the short deadlines, on developing this plan.

MR. MALIN: Maybe I could shed some light on that. We are also concerned about the planning studies not being in on time; our consultants are behind schedule. And we are trying very hard to get them back on some semblance of a schedule so we'll have this information for the committees before Christmas, hopefully. So we are working on that problem right now, trying to get that stuff in so that we have something to work with because, frankly, our hands are tied right now until we've got that information.

MS. CARROLL: Do you see then the planning process being extended then beyond what the original date was?

MR. MALIN: Oh, I don't think there is any doubt that it will.

MS. CARROLL: Okay, great, we appreciate that because we're as concerned about having adequate input. Okay, I think that's about all. That's the only comments I have on that and I look forward to any future meetings and things.

MR. MALIN: We'll be looking forward to your written comments then, too, for December 2nd.

MS. CARROLL: Okay good. Thank you.

MR. MALIN: Thank you, Nancy. Anybody else in the audience that -- feel free because there is a small group here and we'd be glad to answer any questions you might have or any sudden thoughts you might have. This is going down in record as one of the shortest public hearings.

MR. MACKIE: Can we take advantage of our audience to the extent that they would be happy to share with us their views as to the technique we chose. Trying to -- it's very hard to get your arms around a programmatic alternative. Does this seem to be to you a workable way of getting at the issues?

MR. MALIN: Wayne?

MR. BECKWITH: I'll speak to that. I'm a member of the CAC, Wayne Beckwith; also with the Olympia Chamber of Commerce which --

MR. MALIN: Could I, could we have you --

MR. BECKWITH: You want me up there?

MR. MALIN: Yes. Well, we want to make sure that if you have got something to tell us, we want to make sure we get it down.

MR. BECKWITH: I'm Wayne Beckwith. I'm a member of the Citizens Advisory Committee, and also representing the Olympia Chamber of Commerce, Olympia/Thurston County Chamber of Commerce. We will be submitting some written comments also by the 2nd of December. Two issues in answer to Sandy's questions there. First, I believe your EIS, your draft EIS, was a well done nonproject EIS. Too many in the community do not understand that SEPA allows a nonproject EIS. And people I talk with today are still confused that it's "too general," when actually it meets the regulatory requirements, a, b, c, d, e, f. So,

2 I think it's going to be very important that somehow or other this be made clear, or you're going to have that fringe element in our community -- actually, we're surrounded by a fringe -- making comments that it's incomplete, inaccurate, etc., etc., when it's not. It meets certain requirements of the regulation. That's first. Second, I think it's important also that upon completion of this EIS process that it is made very clear that major projects -- two things. On the one hand, major projects in the future will have their own project-specific EIS documents. But on other projects, that's not required if they're designed and planned within the context of this EIS, and I think it's imperative that the Port look at that, so as to not get into the very expensive EIS process on every sidewalk or lamp post that is installed -- wasteful in time and in resources. And that's what I had to say in mine. Doug here, a friend of mine out at GA, was involved in the project constructions at GA -- and I was involved in -- were nonproject oriented EIS's and quite successful on that, and that's all that I have. Does that answer some of that? 2

MR. MACKIE: Yes, it does . . .

[TAPE TURNED OVER]

MR. BECKWITH: . . . We have to avoid the EIS when, under the regulations, we can.

MR. MALIN: Well, hopefully, we fulfill the tools that are need for the decision-makers to make decisions and, of course, that is the whole reason for the EIS to begin with. Any other thoughts or comments? Carla, it looks like you're almost ready to say something.

MS. WULFSBERG: I didn't write this down . . . I do have one question. Just a clarification, really. I'm just curious what, its on page 2, under Technical Studies, and it lists different benefits under the market studies -- 2, 3, 4 -- and it describes what the benefit is calculated as. And then it says "other benefits to the Thurston County community," and I just wondered if anyone could expound on this.



MS. FONTENOT: I don't think that we have defined those yet; they are to be defined by the market studies, as I recall.

MR. MALIN: Part of that probably falls under the mantle of the Mission Statement and the Goals and Objectives, which defines the currency in which the Port is going to operate. The currency happens to be jobs, its recreational opportunities, its profit or net income to the Port, so its a broad, general term of benefit, per se, to the County.

MS. WULFSBERG: And who does determine what that benefit is – how is that figured out? You said according to the Mission and the Goals; is that what you said?

MR. MALIN: Yes, we're in the process now of formulating those statements and Goals & Objectives, and certainly the Port Commission, once those are adopted, will be using those as their yardstick to determine whether a project has a particular benefit and where the benefits lie.

MS. WULFSBERG: How would the public have more of an input on that particular question of what the benefit is or how to more carefully define the benefit?

MR. MALIN: Certainly, during our Strategic Planning Process, which will ultimately end up with a Comprehensive Plan of Improvements, which will be the real document that strategic planning ends up with. In that Comprehensive Plan of Improvements will be things like a Capital Improvement Plan for the next six years and those projects or programs are all going to be weighed with that yardstick of what those Goals & Objectives were that we set out to do. That's kind of how that happens and the public will have input at many points along the way.

MS. WULFSBERG: So that has not really been determined yet.

MR. MALIN: No, not yet. We're still in that whole formulating process.

MS. WULFSBERG: Okay. I just wanted to ask another question about the land use studies. Are those all completed?

MR. MALIN: No.

MS. WULFSBERG: When are those projected to be done?

MR. MALIN: Everything right now kind of rides on the cart that the market studies are arriving late on. Until we have the market studies so we can see the options for the Port of Olympia, so the Strategic Planning Committee can then put forth its range of alternatives to meet the goals that it wants to establish. That gives the land use plan some direction as to where it wants to go. So we're waiting for all this to come together. We've put our land use planning consultant on hold for the time being because there is no sense doing any more work until we have this other information.

MS. WULFSBERG: And how would -- this is a little off the subject -- but how would the public give input to that process? Is that the same as all the other processes, like attending the Citizens Advisory Committee meetings?

MR. MALIN: Yes. I suspect that as we get into the land use planning in a little more detail there will be more forums for the public to get involved with because naturally people can relate to and understand the land use proposals than they can to abstract things. I'm sure there will be a lot of public involvement as we get into that area.

MS. WULFSBERG: Is there any projected date for that? A year from now or six months from now?

MR. MALIN: I think we're all hoping that we're going to be done with this by late spring or early summer of next year. I'm sure Jeff wants to be done with it by then.

MS. WULFSBERG: Well, that's all I have for right now.

MR. MALIN: Thanks, Carla. I appreciate it.

MS. CARROLL: My question is actually for Sandy Mackie. I'd like more clarification on the dates of the DEIS and the FEIS. If the comments are due December 2 for

the draft, but we won't have all the studies or the plan developed until spring, will a modified EIS be done?

MR. MACKIE: You're always faced with two choices in doing your environmental review, its either too early or too late. What the Port has tried to do here is tap in the Strategic Planning process that has been going on for most of the year through the Strategic Planning Committee, the Citizens Advisory Committee, and the visioning sessions we've had with Mr. Nelessen. In fact it was in this building that they held the visioning sessions and the public was asked, "What would you like to see the Port become"? All of those were used as the threads that we've tied into the current environmental review. Our object here was to do one early, so that as people talk about some of these choices, some of these common units of measure such as the per acre cars and people and coverage and all that, that can become part of the dialogue. The Port Commission will ultimately have the choice of adopting it as the final EIS and take it to a final EIS, based on the information that is in hand today, and then as you move through, people will begin to make specific proposals, like, as Dick said, the specific land use proposals, the requirements for public hearings on that. To the extent that those pretty much mirror the work that has been done on the Environmental Impact Statement, there would not be the need for a new Environmental Impact Statement to the extent that they are clearly within the range of alternatives considered, I suspect what will happen is that as the land use plans come through, there may be other, more specific impacts. If someone wanted to build a 30-story building south of the airport, somebody might talk about an air hazard issue that doesn't come up in any of the model plans. So that as a final land use plan comes through, the Comprehensive Plan before it can get adopted must have a public hearing with the Land Use Plan in it, and I believe it is the Commission's desire this time to also have its six-year Capital Facilities Plan in it. Both of those require a specific Environmental Checklist. What that checklist will do is look back at this EIS to see if it covered the issues raised by that

specific. To the extent it did, no new environmental review is required and it would be given a determination of nonsignificance. To the extent that it raises new and additional environmental issues, then those should be discussed. That may require a new Environmental Impact Statement or maybe additional studies or additional commentaries which explain what the environmental impacts of these new issues are. So at any time that there is a matter brought before the Port for adoption, and particularly in the land use comp plan area, it is through a public hearing process. There is an environmental assessment, which is the term that is used, which says, "Have things changed in our surrounding community which we need to look at, or has the Port changed in any particular matter that we need to look at -- that would warrant further environmental review"? That question gets asked every time a land use related matter is given to the Port to adopt, whether its a Comprehensive Plan, a Capital Facilities Plan or, ultimately, a specific project. So its an iterative process. Long answer, short answer. They will take a look at it again at the time that the land use plans are incorporated into a Comprehensive Plan and the Comprehensive Plan is proposed for adoption. They will also look at it at the time a Capital Facilities Plan is proposed and a decision will be made at that time whether a new EIS is required or whether additional studies are required or whether it was adequately covered in these environmental documents. But that way you can bring it out early, answer the early questions early on, and then just keep updating it as you need. Is that helpful? Good.

MR. MALIN: Yes, Wayne.

MR. BECKWITH: Yes, however, it is important to realize here that the DEIS of tonight stands alone from any completed market studies.

MR. MALIN: That's right.

MR. BECKWITH: That was part of the questioning.

MR. MACKIE: What we've tried to do is identify the range of alternatives presently on the table, recognizing that over the course of the next six months those are going to be refined, and if somebody brings up something new, that's fine, we can add that as that new matter is brought on the table and then people recommend it and it gets incorporated into the Port's plan.

MR. MALIN: Any other questions, comments, whatever? There being none, we will close the public hearing. Thank you all for showing up tonight on a cold, blustery evening, and getting away from the warm fireside. We appreciate your comments and look forward for any written comments that you submit to us before December 2nd. With that, we will close the meeting. Thank you very much.

#### **D. Response to Verbal Comments**

##### **Response to comments of Nancy Carroll:**

1. As suggested, this change has been made in the FEIS.
2. As suggested, this change has been made in the FEIS.
3. The term "committee" as used for the Responders Group is used in the sense that this group of people has been charged with a task, much like the Strategic Planning Committee and Citizen's Advisory Committee.

##### **Response to comments of Wayne Beckwith:**

1. Additional language has been added to the Cover Memo explaining the nature of programmatic non-project EIS's.
2. Throughout the DEIS and FEIS, there is mention of further environmental review at the project level.

Other comments made at the hearing were addressed at the hearing and are contained within the public hearing record which precedes this response sheet.

Comparison of October 29, 1993 Draft Goals & Objectives  
and January 18, 1994 Draft  
As Recommended by the Strategic Planning Committee

## G O A L S     &     O B J E C T I V E S

### 1993-94 PORT OF OLYMPIA STRATEGIC PLANNING PROJECT

**INTRODUCTION.** The Port's Strategic Planning Committee has created six ~~goals~~ recommended GOALS and a series of OBJECTIVES for the Port to guide it in selecting, prioritizing, and implementing its PROJECTS. These Projects may be capital or operational and their sum will define what the Port is and where it is going.

The Goals listed below, and their objectives, mutually support each other and will have areas in which they overlap. For example, the Port may propose a Project involving the creation of a "boatworks," which a) increases the Port's revenue; b) facilitates economic development of the area by creating jobs and increasing the tax base; c) provides necessary infrastructure and services by offering the public a convenient place to "haul" their boats; and d) protects the environment by incorporating catch-basins and other safeguards into the design. As a result, the Project will fulfill two or more Goals.

Throughout this document, the concept of "profit" is used. In order to calculate the profitability of any Goal, Objective, or Project, the Port's strategic committees have identified three forms of "currency," which are:

- 1) ~~Monetary net income to the Port;~~
- 2) ~~Monetary net income to the residents and governments of Thurston County; and~~
- 3) ~~Non-monetary net benefits accruing to the residents and governments of Thurston County.~~

Finally, The strategic planning procedure adopted by the Port requires Goals and Objectives to be clear, concise, and brief. In order to maintain this brevity and clarity, explanatory comments have been added as annotations to the Goals and Objectives. Numeration or order of the below items is not a representation of their priority. Objectives which do not have time requirements specified are intended to be annually renewing requirements. This means that the Port should make a yearly plan to fulfill these objectives, evaluate its results at the end of the period, and then use the evaluation to formulate a plan for the next year. Objectives which are difficult to measure will be made more measurable when the Port creates business plans for each.

## GLOSSARY OF TERMS

**ENTERPRISE ACTIVITY** Acting like a private business and, pursuant to a business plan, making a profit.

Profit is defined below as involving three types of currencies. For the Port to fulfill its enterprise role and make a "profit," its primary aim must be to generate the first of the three forms of currency, making a net income for itself. However, the Port may also consider the other two forms of currency, monetary and non-monetary return to the community, to be legitimate secondary aims of its enterprise activity.

Every individual Port enterprise activity should not be required to turn a profit every year, but the total annual activity of the Port's Enterprise Centers should show a net profit in order to qualify for the "enterprise" definition. If an individual enterprise activity fails to return a profit, the Port may choose to justify this with the secondary forms of "profit" and should be guided in doing so by its business plan.

**FINANCING** Money which is borrowed, through issuance of BONDS or by other means, and which must eventually be paid back. Money obtained through financing is not "income."

**INCOME** Money generated by a business or enterprise activity.

**PROFIT** A valuable return or gain to the Port and/or the Thurston County community as a result of Port activity. In order to calculate the profitability of any Goal, Objective, or Project, the Port's strategic committees have identified three forms of "currency":

- 1) Monetary net income to the Port;
- 2) Monetary net income to the residents and governments of Thurston County; and
- 3) Non-monetary net benefits accruing to the residents and governments of Thurston County.

**REVENUE** Money that is generated through non-business/enterprise activity, such as TAXES or GRANTS.



## THE GOALS & OBJECTIVES OF THE PORT OF OLYMPIA ARE:

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### GOAL 1. TO ENSURE THE ECONOMIC VIABILITY OF THE PORT

**Note A.** This is a "means" Goal and speaks to the fact that the Port must obtain funds sufficient to carry out its official duties and implement its Projects.

**Note B.** A Port may obtain its capital through 1) profits resulting from its enterprise activities, 2) tax revenues, and 3) grants and other ~~miscellaneous~~ revenue sources.

**Note C.** Under this goal, the Port must account separately for its enterprise and government-related revenues and expenses. The reason for this is to accurately portray the Port's income statement and to subject it to the same rules which respectively apply to business and to governments, as the Port, at various times must act as one or both. This means that, in calculating the "profitability" of its Enterprise Centers, the Port must separate its governmental expenses from its enterprise expenses and subtract only the latter from gross income, in order to determine its "net income." In addition, the Port should deduct from its gross income only that depreciation which applies to the capital assets, or the portion thereof, which directly support Enterprise Centers.

**Note D.** The Port must be efficient and productive. First and foremost, the Port may increase its efficiency by maintaining effective management and an environment where the staff operates as a team. A functional team must operate in an atmosphere of trust and safety, act according to mutually accepted ground rules, possess strong communication abilities, use constructive group decision-making skills, and employ functional problem solving techniques. (An expanded explanation of these categories may be found in the "Prerequisites Section" of the Port's strategic planning procedure entitled, "Creating a Strategic Planning Process"). A happy and optimistic staff is the greatest asset an organization can possess.

**Note E.** The Port, in reducing its overhead relative to its revenue, must be guided by its business plans. It must be careful to avoid eliminating resources which serve the other objectives herein or otherwise impair its ability to do business and execute its duties.

### OBJECTIVE 1.1 BY INCREASING THE PORT'S "ENTERPRISE ACTIVITY" NET INCOME

**Note A.** This Objective will require the Port to look at both its existing activities and facilities, and its new opportunities. In both cases, the Port will have to determine a) what business(es) it wants to be in, and b) what its markets are.

**Note B.** "Enterprise activity" means that the Port, when it is fulfilling its enterprise role, will act in a manner similar to a private business, with a business plan and an aim of making a profit from its activities. For the Port to fulfill its enterprise role and make a "profit," its primary aim must be to generate the first of the three forms of currency – making a monetary return for itself. However, the Port may also

consider the other two forms of currency, monetary and non-monetary return to the community, to be legitimate secondary aims of its enterprise activity.

**Note C.** Every individual Port enterprise activity should not be required to turn a profit every year, but the total annual activity of the Port's Enterprise Centers should show a net profit in order to qualify for the "enterprise" definition. If an individual enterprise activity fails to return a profit, the Port may choose to justify this with the secondary forms of "profit" and should be guided in doing so by its business plan.

**Note D.** After determining whether its enterprise activities are making a profit, the Port should also determine if the enterprise "assets" are put to the "highest and best use." This means that the assets are generating the maximum amount of income possible.

**Note E.** The Cascade Pole cleanup project should not be classified as an Enterprise Center.

**OBJECTIVE 1.2      BY COLLECTIVE ENTERPRISE CENTERS (BREAKING EVEN)  
(BY DECEMBER 31, 1994) ~~1995~~**

~~**Note 1:** The Citizens Advisory Committee, through this Objective, wanted to refine the requirement of Item 1 of the Vision Statement that Enterprise Centers must ultimately make a profit; by saying that, in striving for profitability, the Port should break even by a date certain. This requirement for Enterprise Enterprises to be profitable is an on-going requirement. The CAC was uncertain about the two items in parentheses and referred the final decision on the two back to the SPC.~~

~~**Note A.** This requirement for Enterprise Centers to be profitable is an on-going requirement.~~

**OBJECTIVE 1.3      BY THE COMMISSION ARTICULATING QUANTIFIABLE GOALS  
FOR ENTERPRISE CENTER(S)' NET INCOME EACH YEAR**

~~**Note A.** The CAC stressed This objective stresses the need for leadership within the Port generally and, with regard to Enterprise Centers, said that the by the Port Commission. The Port's legislative body must annually set financial goals for its Enterprise Centers.~~

**OBJECTIVE 1.4      BY OBTAINING NECESSARY REVENUE FROM OTHER  
SOURCES BY DEVELOPING FINANCING STRATEGIES TO  
OBTAIN NECESSARY REVENUE AS DETERMINED BY  
BUSINESS PLANS**

**Note A.** Sources for revenue under this Objective may include taxes, grants, and fees, ~~as authorized by the Port Commission.~~

**Note B.** In order to determine what revenues are "necessary," the Port would be guided by its business plans in which it would specify the Projects which it wished to undertake and the financing strategies to pay for them. As part of the financing

strategy, the Port must specify the funding necessary for each Project and the source of the funding (e.g., enterprise profits, taxes, grants, etc.).

~~Note C: Under this Objective, taxes should be used only as part of a deliberate financing strategy for specific activities. These must be developed by the Port Commission which has plenary power under the law to do so.~~

## **GOAL 2. TO FACILITATE ECONOMIC DEVELOPMENT WITHIN THURSTON COUNTY**

~~Note A: This Goal and the Objectives thereunder subsume that the Port will finalize the creation of a foreign trade zone by the end of 1994. This also means that the Port will work with the ports, other governments, and business communities of nearby counties to create subzones.~~

### **OBJECTIVE 1. BY INCREASING THE NET BUSINESS ACTIVITY**

~~Note 1: This means that the Port will do those things necessary to a) retain existing employers, b) "incubate" new businesses locally, and/or, c) attract new business activity to the area, with the result being a net increase in the amount of business activity conducted in Thurston County.~~

### **OBJECTIVE 2. BY DIVERSIFYING THE ECONOMY**

~~Note 1: This means that the Port will attract more private businesses to the area to balance the preponderance of public sector jobs here. Further, the Port will seek out businesses which diversify the types of jobs available to Thurston County residents; including:-~~

- ~~a) Family wage and entry level jobs~~
- ~~b) White and blue collar jobs~~

### **OBJECTIVE 3. BY CREATING MORE JOBS**

~~Note 1: See annotated comments under Objective 2 herein.~~

### **OBJECTIVE 4. BY INCREASING THE TAX BASE**

~~Note 1: Taxes provide funding for local and state government which in turn provide essential services and regulation to the Thurston County community. The Port under this objective would increase and diversify the base for these taxes:-~~

- ~~a) Business and occupation tax~~
- ~~b) Sales tax~~
- ~~c) Leasehold tax~~
- ~~d) Property tax~~

### **OBJECTIVE 5. BY DEVELOPING INFRASTRUCTURE AND SERVICES NECESSARY TO SUPPORT THE CONTINUED VITALITY OF STATE GOVERNMENT ACTIVITY LOCALLY**

**OBJECTIVE 2.1 BY SUPPORTING THE VITALITY OF EXISTING PUBLIC AND PRIVATE EMPLOYERS IN THURSTON COUNTY**

**Note A.** This means that the Port will take steps to retain the jobs and employers which currently exist in Thurston County. To do this, the Port will work with the private business community to enhance the economic climate and private sector jobs available within the County. It will also work with the State and other governments generally to maintain or expand the current level of government employment here.

**OBJECTIVE 2.2 BY ATTRACTING NEW BUSINESSES IN THURSTON COUNTY IN TARGETED MARKETS AND LOCATIONS**

**Note A.** This means that the Port will take steps to attract outside businesses to locate in Thurston County and to encourage new businesses to grow and expand here.

**Note B.** The Port may offer a menu of services and may consider a special fund allocated to this objective. This can be a by-product of enterprise management and may involve packaging parcels of land.

**OBJECTIVE 2.3 BY HELPING TO DIVERSIFY THE ECONOMY IN THURSTON COUNTY**

**Note A.** This means that the Port will seek to attract more private businesses to the area to balance the preponderance of public sector jobs here. Further, the Port will seek out businesses which diversify the types of jobs available to Thurston County residents, including family wage and entry level jobs, and white and blue collar jobs.

**OBJECTIVE 2.4 BY HOSTING AN ANNUAL COUNTY-WIDE BUSINESS SUMMIT**

**Note A.** The purpose of the business summit would be to create a forum at which Thurston County businesses could review their competitive positions in the marketplace, the productivity of their employees, and their levels of investment in and the availability of technological innovations. The summit would also help the Port to define and evaluate its market opportunities and target locations within the Thurston County area. Finally, it would be an opportunity for local businesses to discuss with the Port ways that they could productively work together in both domestic and international trade opportunities.

**Note B.** The summit attendees will primarily be businesses, but should also include others who can help market Thurston County.

**GOAL 3. TO AFFIRMATIVELY EXERCISE ENVIRONMENTAL STEWARDSHIP**

**Note A.** This Goal speaks to Projects which are directed at the "natural" environment. Projects involving the "social" or "economic" environment fall under other Goals herein.

(Formerly Objective 2)

**OBJECTIVE 3.1 BY ASSURING THAT ALL ACTIVITIES WHICH INVOLVE THE PORT ARE CONDUCTED IN A MANNER WHICH PROTECTS THE ENVIRONMENT**

*Note A. This Objective speaks to the Port's ability to exercise regulatory powers over the activities which it engages in and the activities of its tenants, licensees, and agents.*

(Formerly Objective 3)

**OBJECTIVE 3.2 BY CLEANING UP AREAS OF KNOWN POLLUTION OR SOURCES OF POLLUTION ON PORT PROPERTY**

*Note A. This Objective guides the Port when it chooses to clean up areas of pollution which it conclusively knows of on property which it owns.*

(Formerly Objective 1)

**OBJECTIVE 3.3 BY AFFIRMATIVELY IMPROVING THE ENVIRONMENT BY PARTICIPATING IN THE RESTORATION OF THE NATURAL ENVIRONMENT ON AND AROUND PORT PROPERTY, WHERE APPROPRIATE**

*Note A. This Objective covers the Port as it may choose to undertake Projects, either alone or with others, which affirmatively create or recreate habitat, conservancy areas, remediation activities and the like. All Port projects which serve to enhance the environment also fall under this Objective.*

**OBJECTIVE 3.4 BY ACQUIRING AND PROTECTING SUCH PROPERTIES AS MAY SERVE THE GOALS OF THE PORT FOR MITIGATION, ENHANCEMENT, AND RESTORATION**

*Note A. This Objective includes mitigation banking.*

**OBJECTIVE 3.5 BY IMPLEMENTING A POLLUTION PREVENTION PROGRAM**

#### **GOAL 4. TO PROVIDE PUBLIC SERVICES / INFRASTRUCTURE TO THE RESIDENTS OF THURSTON COUNTY AS AUTHORIZED**

*Note A. The State of Washington created ports to develop specified services and infrastructure which the public and the business community need, but which they could not afford to develop themselves. This Goal speaks to at least two distinct applications of that mandate. First, the Port may develop the services and infrastructure which are authorized by law. Second, the Port may, at its discretion, act as an entrepreneur and risk-taker in developing services and infrastructure which are calculated to benefit the Thurston County community.*

**OBJECTIVE 4.1 BY PROVIDING THE NECESSARY TRANSPORTATION SERVICES / INFRASTRUCTURE**

*Note A. This Objective covers traditional (water, rail, highway, air) transportation modalities. In addition, a member of the Port's Responders Group suggested that it should also cover telecommunication, because the "transportation of information" (such as teleconferencing) is increasingly obviating the need to transport people.*

**OBJECTIVE 4.2 BY PROVIDING THE NECESSARY SERVICES / INFRASTRUCTURE FOR INDUSTRIAL DEVELOPMENT**

*Note A. Industrial development is used broadly and includes commercial development as well.*

**OBJECTIVE 4.3 BY PROVIDING NECESSARY RECREATION SERVICES / INFRASTRUCTURE**

*Note A. Under current law, the Port may create or operate park and recreational facilities only when they are necessary to more fully utilize boat landings, harbors, wharves and piers, air, land, and water passenger and transfer terminals, waterways, and other facilities authorized by law pursuant to the Port's comprehensive plan of harbor improvements and industrial developments. (RCW 53.08.260).*

**OBJECTIVE 4.4 BY PROVIDING THE NECESSARY ENVIRONMENTAL FACILITIES AND ENHANCEMENTS**

**GOAL 5. TO IDENTIFY AND IMPLEMENT LIMITS FOR PORT TAXES**

**OBJECTIVE 5.1 BY DEVELOPING A PORT POLICY AND SUPPORTING ACCOUNTABILITY SYSTEM FOR PORT ENTERPRISES THAT LIMIT ANY USE OF TAXES TO NON-OPERATING EXPENSES BY DECEMBER, 1994**

**OBJECTIVE 5.2 BY THE PORT COMMISSION AND CITIZENS ADVISORY COMMITTEE DEVELOPING CRITERIA FOR ANY POTENTIAL USE OF TAX LEVIES, ADDRESSING ECONOMIC DEVELOPMENT, PUBLIC SERVICES AND INFRASTRUCTURE INVESTMENT BY DECEMBER, 1994**

(Formerly Goal 5)

**GOAL 6. TO FULFILL THE PORT'S SOCIAL COMPACT WITH THE THURSTON COUNTY COMMUNITY**

*Note A. This goal speaks to the Lockean notion that there exists a "social contract" between governments and those governed. Under this theory, a government*



*obtains its power to govern only when it fulfills its portion of the social contract (which in Lock's time was the protection of life, liberty, and property).*

**OBJECTIVE 6.1 BY EDUCATING THE PROVIDING EDUCATION TO MEMBERS OF THE THURSTON COUNTY COMMUNITY ABOUT THE PORT**

*Note A. Many people in Thurston County are not sufficiently familiar with the Port to understand its operation and the benefits it does and can bring to the ~~the Port~~ ~~County~~ area. Under this Objective, the Port will be responsible for working with educational institutions, governments, businesses, special interest groups, and community organizations to better educate the community about the Port.*

**OBJECTIVE 6.2 BY INVOLVING THE MEMBERS OF THE THURSTON COUNTY COMMUNITY IN THE PORT'S DECISION-MAKING PROCESS**

*Note A. The Port feels that community input, interaction, and participation by local persons, organizations, and governments in its decision-making processes is essential and will therefore affirmatively solicit it. ~~It also believes that it (the Port) should be active in community processes as well and that it should promote healthy interdependence between itself and the other segments of Thurston County.~~*

**OBJECTIVE 6.3 BY WORKING WITH THE OTHER GOVERNMENTAL JURISDICTIONS WITHIN THURSTON COUNTY**

*Note A. ~~The Port also believes that it should be active in community processes as well and that it should promote healthy interdependence between itself and the other segments of Thurston County. To do this, the Port should develop a plan and review it annually.~~*

(Formerly Goal 6)

**GOAL 7. TO OPERATE THE PORT IN A PROFESSIONAL MANNER**

*Note A. This is a procedural Goal which sets targets for how the Port does its business. It takes into account the Port's constituents and customers as well as its employees.*

**OBJECTIVE 7.1 BY IMPLEMENTING ANNUAL BUSINESS PLANS FOR THE OVERALL PORT AND FOR EACH OF ITS ENTERPRISE CENTERS**

*Note A. Business plans have been mentioned throughout these Goals and Objectives. This Objective requires the Port to annually develop an overall Port business plan and individual departmental business plans. These will complement the Port's strategic Goals and Objectives, Marketing Plan, Master Plans, Comprehensive Plans, and budget.*

**OBJECTIVE 7.2      BY BUILDING ACCOUNTABILITY INTO ALL PROCESSES**

*Note A. This means that the Port would craft clearly stated business plans with "feedback windows" which would require it to periodically solicit reality checks from its constituents, customers, and employees.*

**OBJECTIVE 7.3      BY CREATING A TOTAL QUALITY AND CUSTOMER SERVICE MANAGEMENT PROGRAM**

*Note A. A TQM program is the means to promote such a program and promote a team concept between employees and management and creates results in the operation of the Port. It would be designed to improve customer service and operating efficiency of the Port by involving all people in the organization in the process.*

**OBJECTIVE 7.4      BY ANNUALLY REVIEWING THE PORT'S STRATEGIC AND OPERATIONS COMPREHENSIVE PLANS**

*Note A. Plans are only as good as the assumptions on which they are based. Conditions change over time and all of the Port's plans should be subject to periodic review. Under this objective, the Port would create a time each year when it would review its strategic and operational plans.*



### **E. Response to Comments**

**The changes that were made between the October 29, 1993 Draft and the January 18, 1994 Draft were made by the Strategic Planning Committee and the Citizens Advisory Committee and included responses to public comment.**

## V. EXHIBITS

## EXHIBIT 1

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### *Port of Olympia*

### LIST OF TECHNICAL STUDIES UNDERTAKEN AS PART OF THE STRATEGIC PLANNING PROCESS

January 12, 1994

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- *Cargo Market Analysis for Southern Puget Sound for Deep and Shallow Draft Vessels* - (In Progress) Martin O'Connell Associates
- *Industrial Market Study of Southern Puget Sound, 1995-2015* - (In Progress) Martin O'Connell Associates
- *Commercial Use Analysis of the Port's Budd Inlet Property* - (In Progress) Martin O'Connell Associates
- *Analysis of the Port's Marina and Marine Industrial Operation* - (In Progress) Martin O'Connell Associates
- *Olympia Airport Market Study* - Gene Leverton & Associates
- *Olympia Airport Master Plan Update, 1994* (In Progress) - Reid Middleton
- *Airdustral Stormwater Master Plan* (In Progress) - Economic & Engineering Services
- *Port of Olympia Community Impact Analysis* - Fund Planning Services

## EXHIBIT 2

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*Port of Olympia*

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February 7, 1994

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Lacey, WA 98503

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2404B Heritage Court SW  
Olympia, WA 98502

## **EXHIBIT 3**

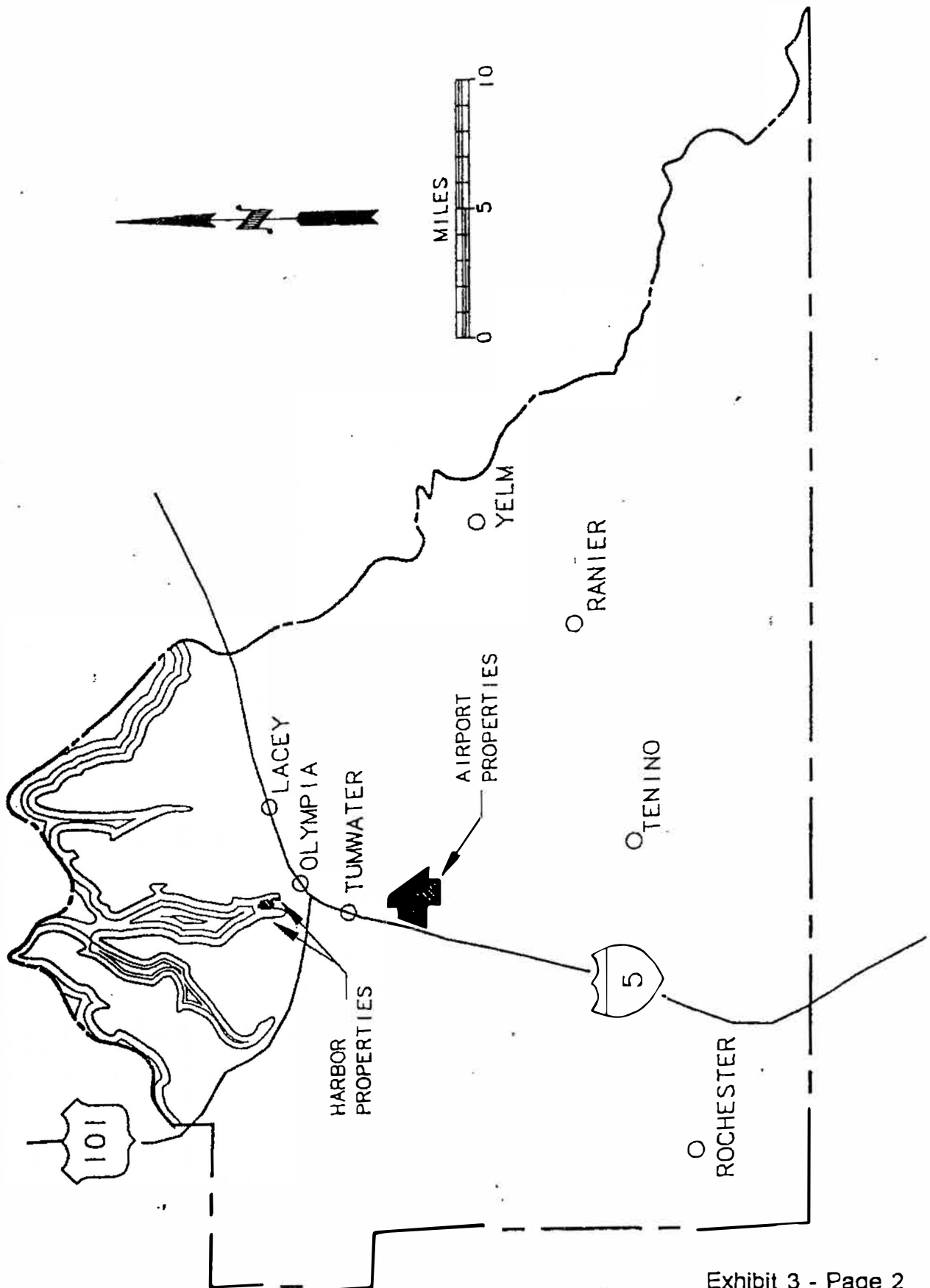
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*Port of Olympia*

### **LOCATION MAP FOR PORT PROPERTIES**

January 11, 1994

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## EXHIBIT 4

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*Port of Olympia*

### TABLE OF REFERENCE DOCUMENTS RELATING TO PORT PROPERTIES

January 11, 1994

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## A. DOCUMENTS WHICH AFFECT ALL PORT PROPERTIES

A. ALL PORT PROPERTIES	
GENL-1	Olympia Air Pollution Control Authority Regulation 1
GENL-2	1991 Puget Sound Water Quality Management Plan 11/21/90
GENL-3	Memorandum of Understanding: An Urban Growth Management Agreement (Cities of Lacey, Olympia, Tumwater and Thurston County) 6/88
GENL-4	Cherry Street Plaza Site Plan Review Application 8/92
GENL-5	Olympia Triangle Associates Environmental Assessment 9/92
LOTT-1	Urban Area Wastewater Management Plan 6/88
LOTT-2	Urban Area Wastewater Management Plan FEIS 6/88
ODM-1	LOTT Comprehensive Report: Proposed General Sewer Plan and Treatment Plant Hydraulic Improvements Engineering Report 3/89
PORT-3	Port of Olympia Comprehensive Plan & MDNS 1988
TC-5	Northern Thurston County Groundwater Management Plan Final Rpt 9/92
TC-6	Northern Thurston County Groundwater Management Plan Appendices Final 9/92
TC-7	Northern Thurston County Ground Water Management Plan Summary
TC-8	Thurston County Capital Facilities Plan Draft Summary 7/13/93
TC-9	Folder - Countywide Growth Management Act Policies
TC-10	Drainage Design & Erosion Control Manual for Thurston Region 7/1/91
TRPC-3	Thurston Regional Wetland & Stream Corridor Inventory Final Report 12/92
TRPC-4	Multi-Modal Transportation Level of Service Policy and Mode-Split Forecasting Tool Final Report 6/30/93
TRPC-5	Thurston Regional Wetland & Stream Corridor Inventory Map 7/93
TRPC-6	Thurston Regional Transportation Plan 3/93
TRPC-7	Thurston Regional Transportation Plan DEIS 12/92
TRPC-8	Thurston Regional Transportation Plan FEIS 3/93
TRPC-9	Industrial Lands Inventory 12/87

A. ALL PORT PROPERTIES	
TRPC-10	Industrial Lands Inventory Summary 1988/1989
TRPC-11	Cities of Olympia, Lacey & Tumwater Urban Trails Plan Draft 6/91 & 10/31/91 Addendum
TRPC-12	Shoreline Master Program 1990
US-1	(Fish & Wildlife) Classification of Wetlands & Deepwater Habitats of the US 12/79
WA-1	(Wildlife) Management Recommendations for WA's Priority Habitats & Species 5/91
WA-2	(GA) Master Plan for the Capitol of the State of WA 1991
WA-3	(GA) Master Plan for the Capitol of the State of WA FEIS 4/91
WA-4	(Ecology) WA State Wetlands Rating System for Western WA 10/91
WA-8	Folder - State Transportation Policies
WA-9	Title 53 Revised Code of Washington: <i>Port Districts</i>

## B. DOCUMENTS WHICH AFFECT OLYMPIA PROPERTIES

B. OLYMPIA PROPERTIES	
CORPS-1	Port of Olympia East Bay Marina Final Detailed Project Report & EIS 1980
CORPS-2	Clean Water Act Section 404 Permit Land Use Conditions
IT-1	Intercity Transit Downtown Olympia Transit Center Draft Supplemental EIS 6/89
IT-2	Final Environmental Assessment for Downtown Olympia Transit Center 12/90
OLY-1	Urban Design Guidelines for Downtown Olympia 1988
OLY-2	Urban Design Guidelines for Olympia Entry & Exit Corridors
OLY-3	Urban Waterfront Plan Task Force Summary of Recommendations
OLY-4	Urban Design Vision & Strategy 10/91
OLY-5	Zoning Ordinances
OLY-6	Olympia Comprehensive Plan 6/88
OLY-7	R/UDAT '90 Resource Book 10/90
OLY-8	R/UDAT '79 Resource Book 4/79
OLY-9	City of Olympia/Port of Olympia Intermodal Transportation Study Draft 8/1/89
OLY-10	City of Olympia/Port of Olympia Urban Waterfront Plan
OLY-11	Olympia Downtown Zoning Project 9/93
OLY-12	Interim Critical Areas, Chapter 14.10 4/92
OLY-13	Plan for Parks, Open Space & Recreation Facilities (Parks & Recreation) 2/91
OLY-14	City of Olympia/Port of Olympia Urban Waterfront Plan DNS
ODM-6	Olympia Water Comprehensive Plan 1989
ODM-7	Olympia Zoning Maps
OLY-15	Downtown Olympia Office Potential 7/11/90
OLY-16	Olympia Fourth/Fifth Avenue Corridor Study FEIS 12/14/92
PORT-7	Port of Olympia Proposed Declaration of Nonsignificance on Shoreline Substantial Development Permit Application for East Bay Marina 3/15/82
TC-2	Budd Inlet/Deschutes River Watershed Description Part 1 3/93



<b>B. OLYMPIA PROPERTIES</b>	
TRPC-1	Shoreline Public Access Inventory 9/91
TRPC-2	Shoreline Public Access Planning Handbook 1993

## C. DOCUMENTS WHICH AFFECT TUMWATER PROPERTIES

C. TUMWATER PROPERTIES	
PORT-1	Thurston County Airdustrial Center Revised Development Plan FEIS 7/82
PORT-2	Airdustrial Master Plan 7/82
PORT-5	Olympia Airport Master Plan Update 1990
PORT-6	Olympia Airport Master Plan Update Draft 9/20/93
TC-2	Budd Inlet/Deschutes River Watershed Description Part 1 3/93
TUM-1	Tumwater Land Use Plan Draft 2/25/93
TUM-2	Folder - Urban Growth Boundaries Joint Planning
TUM-3	Tumwater Comprehensive Plan - Housing Section Draft 2/25/93
TUM-4	Tumwater Zoning & Subdivision Ordinances
TUM-5	Tumwater Conservation Plan 1991
TUM-6	Tumwater Economic Development Plan Draft 3/22/90
TUM-7	Tumwater Community Development Guide
TUM-8	Airdustrial Park Sub-Basin Sewer Plan 1992
TUM-9	Tumwater Preliminary Capital Facilities Plan 1993-1998
TUM-10	Campus LID Pre-Design Study & Traffic Report 3/24/93
TUM-11	The Plan - A Comprehensive Land Use Plan 10/18/77
TUM-12	Tumwater Parks & Recreation Plan 6/1/93
TUM-13	Tumwater Economic Development Plan Final 11/20/90
ODM-2	Tumwater Essential Public Facilities 5/93
ODM-3	Tumwater Utilities Plan 5/93
ODM-4	Tumwater Water Comprehensive Plan 9/92
ODM-5	Tumwater Zoning Map
WA-5	(GA) Tumwater Campus Plan 11/92

C. TUMWATER PROPERTIES	
WA-6	(GA) Tumwater Campus Supplemental FEIS 11/92
WA-7	(GA) State Light Industrial Park Planning Final Rpt 3/93

**D. DOCUMENTS WHICH AFFECT  
LACEY, SOUTH COUNTY & OTHER COMMUNITIES**

<b>D. LACEY, SOUTH COUNTY &amp; OTHER COMMUNITIES</b>	
<b>ODM-8</b>	Lacey Zoning Map 2/91
<b>RAIN-1</b>	Rainier Comprehensive Plan 1993
<b>TC-1</b>	1988 Thurston County Comprehensive Plan 6/88
<b>TC-3</b>	Zoning Ordinance No. 6708 9/1/80
<b>TC-4</b>	Thurston County Critical Areas Title 17.15 Draft 2/93
<b>TC-11</b>	Black Lake, Littlerock, Delphi Sub-Area Plan 1981
<b>TC-12</b>	Thurston County Critical Areas Inventory Maps 11/92
<b>TC-13</b>	Thurston County Aquifer Sensitive Areas (Maps 12 & 13) 1985
<b>TC-14</b>	Thurston County Geologic Hazard Areas (Maps 12 & 13) 1985
<b>TC-15</b>	Shoreline Master Program for the Thurston Region (Maps 12 & 13) 1984
<b>TC-16</b>	Thurston County Official Zoning Map 10/4/93
<b>TENO-1</b>	Tenino Comprehensive Plan Draft & EIS Checklist 9/90
<b>WA-7</b>	(GA) State Light Industrial Park Planning Final Rpt 3/93
<b>WPPA-1</b>	Washington Ports & Transportation Systems Study Technical Rpt 1991
<b>WPPA-2</b>	Washington Ports & Transportation Systems Study Final Rpt 1991
<b>YLM-1</b>	Yelm Comprehensive Transportation Plan & FEIS 8/92
<b>YLM-2</b>	Yelm Comprehensive Plan & Development Guide 7/85
<b>YLM-3</b>	Strengths, Weaknesses, Opportunities & Threats in Yelm 6/25/91

## **EXHIBIT 5**

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*Port of Olympia*

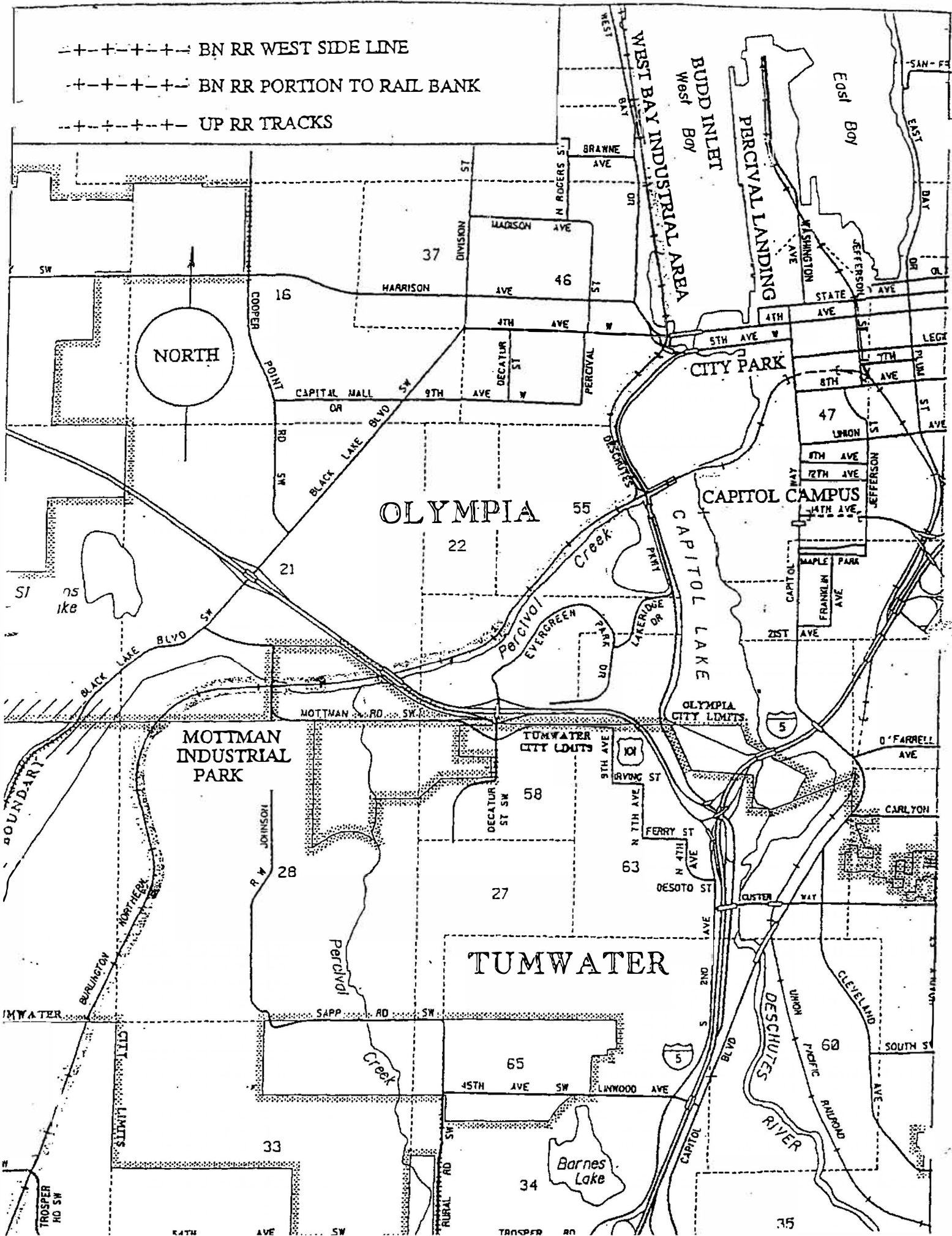
### **OLYMPIA TRUCK AND RAIL ROUTES**

January 11, 1994

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- ++++ BN RR WEST SIDE LINE
- ++++ BN RR PORTION TO RAIL BANK
- ++++ UP RR TRACKS



## EXHIBIT 6

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*Port of Olympia*

**1988 COMPREHENSIVE PLAN  
LAND USE PLAN FOR PORT PENINSULA PROPERTIES**

January 11, 1994

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## EXHIBIT 7

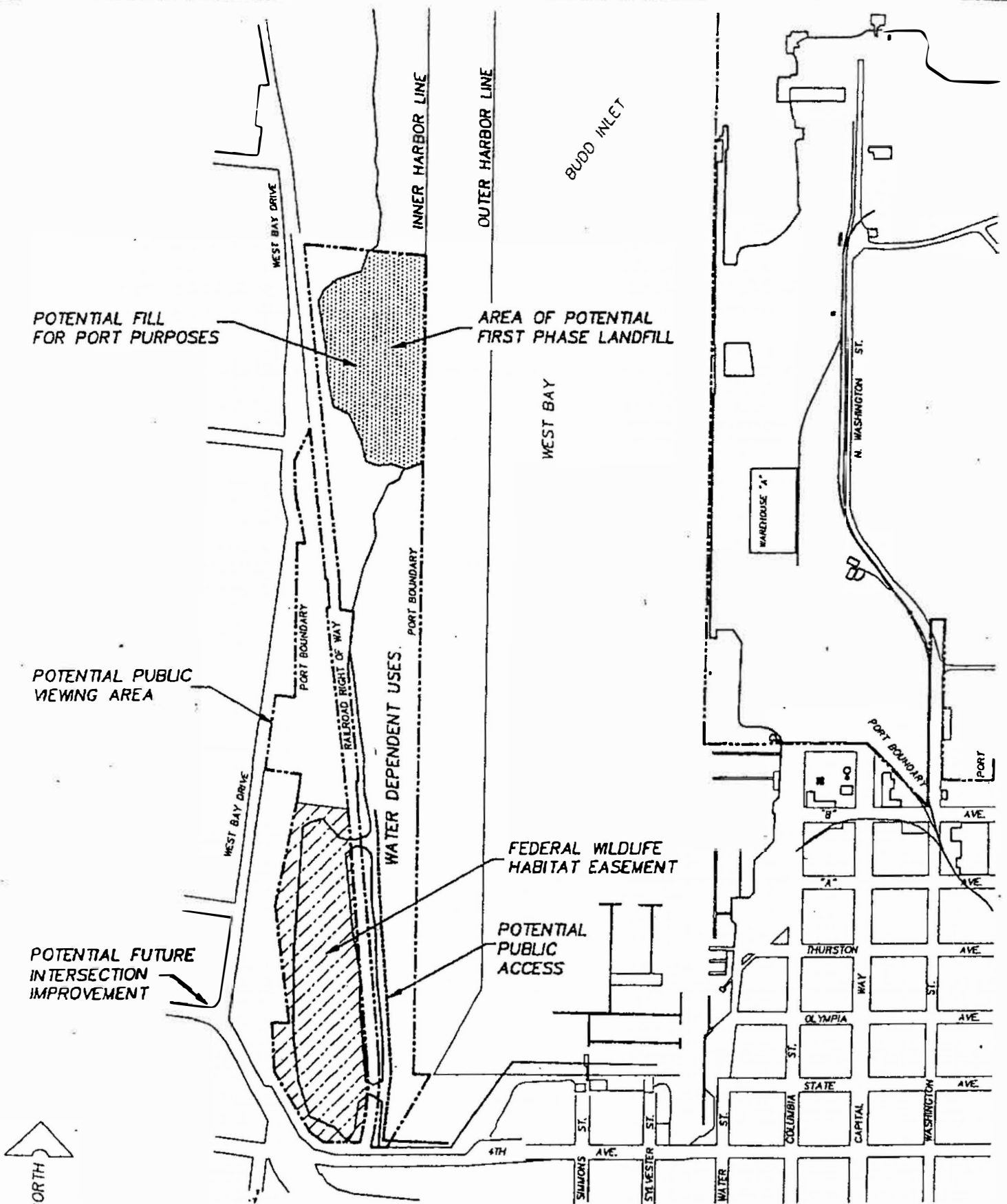
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*Port of Olympia*

**1988 COMPREHENSIVE PLAN  
LAND USE PLAN FOR WEST BAY PROPERTIES**

January 11, 1994

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# **1988 COMPREHENSIVE PLAN** **LAND USE PLAN FOR WEST BAY PROPERTIES**

SCALE 1" : 600'  
 11/1/93

## EXHIBIT 8

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*Port of Olympia*

**1988 COMPREHENSIVE PLAN  
LAND USE PLAN FOR AIRDUSTRIAL & AIRPORT PROPERTIES**

January 11, 1994

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## **EXHIBIT 9**

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*Port of Olympia*

### **REGIONAL ROAD IMPROVEMENTS MAP**

January 11, 1994

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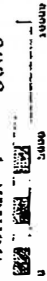


# URBAN AREA ROAD AND OTHER ROAD RELATED IMPROVEMENTS

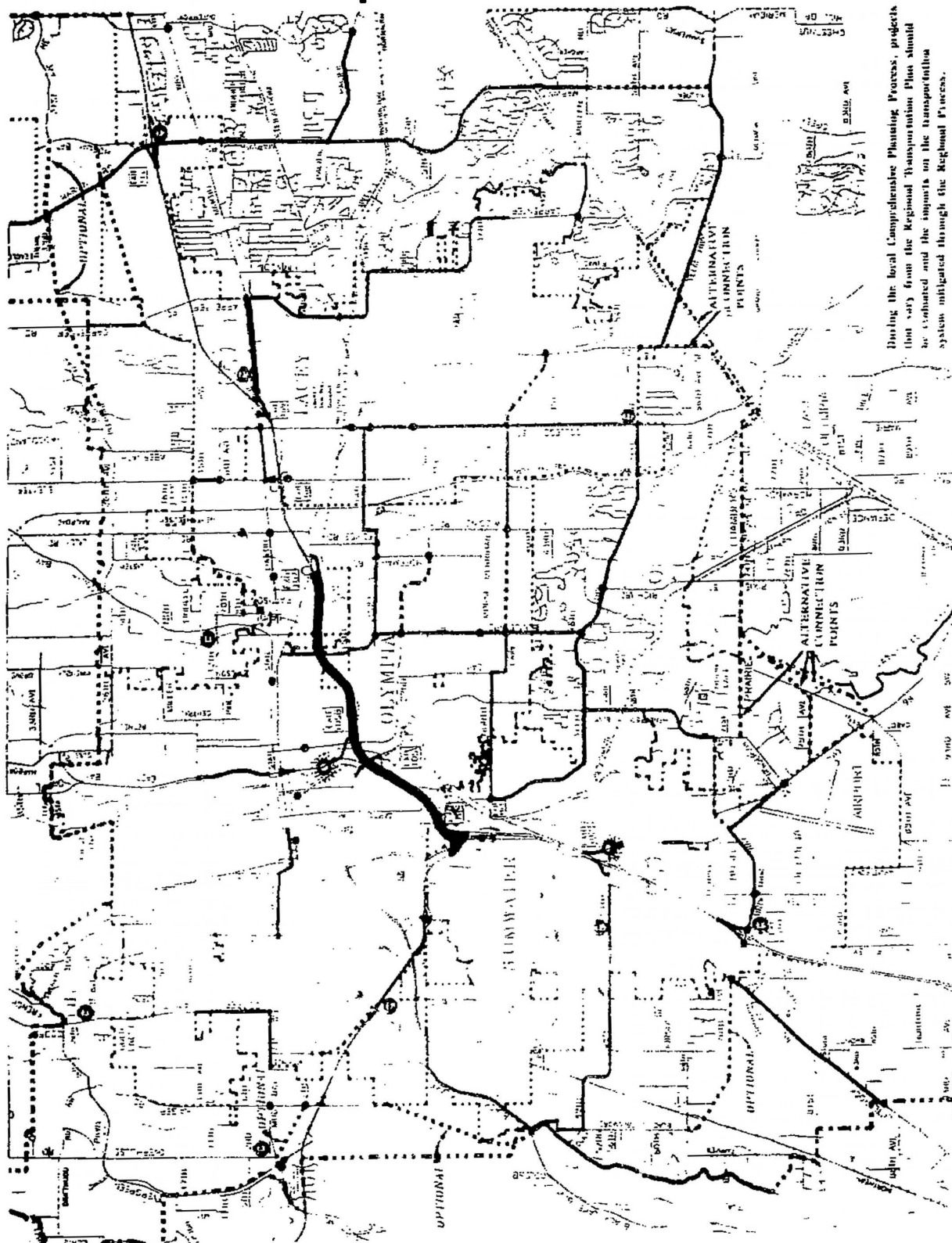
- UNRESOLVED PROBLEMS
- NEW ALIGNMENT
- WIDENING 4/3 LANES
- WIDENING 6/7 LANES
- NON-MOTORIZED IMPROVEMENTS
- HOV LANES
- HOV ACQUISITION
- PAVA AND SIDE
- ADD TURN LANES & SIGNAL
- ADD SIGNAL ONLY
- ADD TURN LANES ONLY
- UNRESOLVED PROBLEMS
- CITY LIMITS
- LONG TERM URBAN GROWTH MANAGEMENT BOUNDARY



SCALE: 1" = 5000'



MAP PREPARED BY:  
THURSTON REGIONAL PLANNING COUNCIL  
DECEMBER, 1982



During the local Comprehensive Planning Process, projects that vary from the Regional Transportation Plan should be evaluated and the impacts on the transportation system mitigated through the Regional Process.





## EXHIBIT 10

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*Port of Olympia*

**VALUES, VISION AND MISSION STATEMENTS  
&  
GOALS AND OBJECTIVES**

**(Preferred Alternatives as Recommended  
by the Strategic Planning Committee)**

January 27, 1994

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**PORT OF OLYMPIA  
1993 STRATEGIC PLANNING PROCESS**

**VALUES STATEMENT**

THE PORT OF OLYMPIA IS COMMITTED TO:

- Leadership and Innovation
- Environmental stewardship
- Sustainable economic strength
- Importance and participation of its constituent citizens, employees and Port customers
- Openness, integrity and accountability
- Entrepreneurialism
- Its Heritage

*SPC Final Approval*  
7/19/93

**PORT OF OLYMPIA  
1993 STRATEGIC PLANNING PROCESS**

**VISION STATEMENT**

**INTRODUCTION**

The Port of Olympia sees itself, over the next twenty years, serving the Thurston County community as:

1. *An Enterprise Center*
2. *An Economic Development Facilitator*
3. *An Environmental Integrator*
4. *A Public Service Provider*

These four roles are separate and distinct. For example, the "Enterprise Center" role, which generally requires the Port to make a profit from its activities which fall in this category, does not govern the Port in executing its other roles, such as "Public Service Provider."

In addition, these four roles are mutually supportive of each other and the various activities of the Port may fall under two or more categories.

Throughout this Vision Statement, the concept of "profit" is used. In calculating profit, the Port has identified three forms of "currency," which are:

- a. Monetary return to the Port (net cash);
- b. Monetary return to the Thurston County economy resulting from jobs, increased tax base, etc., created by Port activity; and
- c. Non-monetary return to the Thurston County community (infrastructure and services provided by the Port which contribute to the quality of life in the area).

- I. **Enterprise Center.** "Enterprise Centers" should operate like a private business by developing business plans to guide their operations and netting a profit on their operations. "Making a profit" in the enterprise sense requires the first form of "currency," monetary return to the Port, but the other two forms of currency are

legitimate secondary goals of enterprise activity. Further, every enterprise center at the Port need not turn a profit every year, so long as their sum shows a profit. Some centers may justifiably lose money if they are acting pursuant to their business plan and are on track to making a profit.

The Port will manage "enterprise centers" such as:

- Marine Terminal
- Airport
- Marina
- Harbor Industrial Development & Leasing
- Airdustrial Development & Leasing

In the future, the Port may add or delete enterprise centers.

- 2. Economic Development Facilitator.** The Port should work cooperatively with other jurisdictions to facilitate, through direct and indirect means, the smooth functioning and growth of the Thurston County community's economy, by acting as:

- a. Economic Catalyst: Serve as catalyst in economic development and economic diversity;
- b. Developer: Acquire and manage land, facilities, and transportation infrastructure for economic development activities; and
- c. Risk Taker: Syndicate risk, e.g., invest with others in facilities which encourage businesses to locate or remain in the area.

- 3. Environmental Integrator.** The Port, as an "environmental integrator," will work to sustain and foster Thurston County's:

- a. Natural environment, and
- b. Social fabric.

- 4. Public Service Provider.** The Port, as a "Public Service Provider," will provide services directly to the public in such general areas as 1) Transportation, 2) Trade and Commerce, 3) Recreation, Education and Culture, and 4) Economic Development.

*SPC Final Approval  
9/20/93*

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PORT OF OLYMPIA  
1993 STRATEGIC PLANNING PROCESS

**MISSION STATEMENT**

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**BUILD, GROW, MOVE & IMPROVE**

The mission of the Port of Olympia shall be to vigorously manage its **assets** to provide maximum benefits to the citizens of Thurston County.

To do this, the Port shall **BUILD** relationships, facilities and infrastructure that help the Thurston County economy **GROW**, while it serves those who **MOVE** products and people and accepts a role to **IMPROVE** Thurston County's recreation options and environment.

*SPC Final Approval*  
*10/18/93*

# GOALS & OBJECTIVES

## 1993-94 PORT OF OLYMPIA STRATEGIC PLANNING PROJECT

( January 18, 1994 Draft )

**INTRODUCTION.** The Port's Strategic Planning Committee has created seven recommended **GOALS** and a series of **OBJECTIVES** for the Port to guide it in selecting, prioritizing, and implementing its **PROJECTS**. These Projects may be capital or operational and their sum will define what the Port is and where it is going.

The Goals listed below, and their objectives, mutually support each other and will have areas in which they overlap. For example, the Port may propose a Project involving the creation of a "boatworks," which a) increases the Port's revenue; b) facilitates economic development of the area by creating jobs and increasing the tax base; c) provides necessary infrastructure and services by offering the public a convenient place to "haul" their boats; and d) protects the environment by incorporating catch-basins and other safeguards into the design. As a result, the Project will fulfill two or more Goals.

The strategic planning procedure adopted by the Port requires Goals and Objectives to be clear, concise, and brief. In order to maintain this brevity and clarity, explanatory comments have been added as annotations to the Goals and Objectives. Numeration or order of the below items is not a representation of their priority. Objectives which do not have time requirements specified are intended to be annually renewing requirements. This means that the Port should make a yearly plan to fulfill these objectives, evaluate its results at the end of the period, and then use the evaluation to formulate a plan for the next year. Objectives which are difficult to measure will be made more measurable when the Port creates business plans for each.

## **G L O S S A R Y   O F   T E R M S**

---

**ENTERPRISE ACTIVITY**    Acting like a private business and, pursuant to a business plan, making a profit.

Profit is defined below as involving three types of currencies. For the Port to fulfill its enterprise role and make a "profit," its primary aim must be to generate the first of the three forms of currency, making a net income for itself. However, the Port may also consider the other two forms of currency, monetary and non-monetary return to the community, to be legitimate secondary aims of its enterprise activity.

Every individual Port enterprise activity should not be required to turn a profit every year, but the total annual activity of the Port's Enterprise Centers should show a net profit in order to qualify for the "enterprise" definition. If an individual enterprise activity fails to return a profit, the Port may choose to justify this with the secondary forms of "profit" and should be guided in doing so by its business plan.

**FINANCING**    Money which is borrowed, through issuance of **BONDS** or by other means, and which must eventually be paid back. Money obtained through financing is not "income."

**INCOME**    Money generated by a business or enterprise activity.

**PROFIT**    A valuable return or gain to the Port and/or the Thurston County community as a result of Port activity. In order to calculate the profitability of any Goal, Objective, or Project, the Port's strategic committees have identified three forms of "currency:"

- 1) Monetary net income to the Port;
- 2) Monetary net income to the residents and governments of Thurston County; and
- 3) Non-monetary net benefits accruing to the residents and governments of Thurston County.

**REVENUE**    Money that is generated through non-business/enterprise activity, such as **TAXES** or **GRANTS**.



## THE GOALS & OBJECTIVES OF THE PORT OF OLYMPIA ARE:

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### **GOAL 1. TO ENSURE THE ECONOMIC VIABILITY OF THE PORT**

*Note A. This is a "means" Goal and speaks to the fact that the Port must obtain funds sufficient to carry out its official duties and implement its Projects.*

*Note B. A Port may obtain its capital through 1) profits resulting from its enterprise activities, 2) tax revenues, and 3) grants and other revenue sources.*

*Note C. Under this goal, the Port must account separately for its enterprise and government-related revenues and expenses. The reason for this is to accurately portray the Port's income statement and to subject it to the same rules which respectively apply to business and to governments, as the Port, at various times must act as one or both. This means that, in calculating the "profitability" of its Enterprise Centers, the Port must separate its governmental expenses from its enterprise expenses and subtract only the latter from gross income, in order to determine its "net income." In addition, the Port should deduct from its gross income only that depreciation which applies to the capital assets, or the portion thereof, which directly support Enterprise Centers.*

*Note D. The Port must be efficient and productive. First and foremost, the Port may increase its efficiency by maintaining effective management and an environment where the staff operates as a team. A functional team must operate in an atmosphere of trust and safety, act according to mutually accepted ground rules, possess strong communication abilities, use constructive group decision-making skills, and employ functional problem solving techniques. (An expanded explanation of these categories may be found in the "Prerequisites Section" of the Port's strategic planning procedure entitled, "Creating a Strategic Planning Process"). A happy and optimistic staff is the greatest asset an organization can possess.*

*Note E. The Port, in reducing its overhead relative to its revenue, must be guided by its business plans. It must be careful to avoid eliminating resources which serve the other objectives herein or otherwise impair its ability to do business and execute its duties.*

### **OBJECTIVE 1.1 BY INCREASING THE PORT'S "ENTERPRISE ACTIVITY" NET INCOME**

*Note A. This Objective will require the Port to look at both its existing activities and facilities, and its new opportunities. In both cases, the Port will have to determine a) what business(es) it wants to be in, and b) what its markets are.*

*Note B. "Enterprise activity" means that the Port, when it is fulfilling its enterprise role, will act in a manner similar to a private business, with a business plan and an aim of making a profit from its activities. For the Port to fulfill its enterprise role and make a "profit," its primary aim must be to generate the first of the three forms of currency -- making a monetary return for itself. However, the Port may also*

consider the other two forms of currency, monetary and non-monetary return to the community, to be legitimate secondary aims of its enterprise activity.

**Note C.** Every individual Port enterprise activity should not be required to turn a profit every year, but the total annual activity of the Port's Enterprise Centers should show a net profit in order to qualify for the "enterprise" definition. If an individual enterprise activity fails to return a profit, the Port may choose to justify this with the secondary forms of "profit" and should be guided in doing so by its business plan.

**Note D.** After determining whether its enterprise activities are making a profit, the Port should also determine if the enterprise "assets" are put to the "highest and best use." This means that the assets are generating the maximum amount of income possible.

**Note E.** The Cascade Pole cleanup project should not be classified as an Enterprise Center.

**OBJECTIVE 1.2      BY COLLECTIVE ENTERPRISE CENTERS BREAKING EVEN BY DECEMBER 31, 1995**

**Note A.** This requirement for Enterprise Centers to be profitable is an on-going requirement.

**OBJECTIVE 1.3      BY THE COMMISSION ARTICULATING QUANTIFIABLE GOALS FOR ENTERPRISE CENTER(S)' NET INCOME EACH YEAR**

**Note A.** This objective stresses the need for leadership by the Port Commission. The Port's legislative body must annually set financial goals for its Enterprise Centers.

**OBJECTIVE 1.4      BY DEVELOPING FINANCING STRATEGIES TO OBTAIN NECESSARY REVENUE AS DETERMINED BY BUSINESS PLANS**

**Note A.** Sources for revenue under this Objective may include taxes, grants, and fees.

**Note B.** In order to determine what revenues are "necessary," the Port would be guided by its business plans in which it would specify the Projects which it wished to undertake and the financing strategies to pay for them. As part of the financing strategy, the Port must specify the funding necessary for each Project and the source of the funding (e.g., enterprise profits, taxes, grants, etc.).

**Note C.** Under this Objective, taxes should be used only as part of a deliberate financing strategy for specific activities. These must be developed by the Port Commission which has plenary power under the law to do so.

## **GOAL 2. TO FACILITATE ECONOMIC DEVELOPMENT WITHIN THURSTON COUNTY**

*Note A. This Goal and the Objectives thereunder subsume that the Port will finalize the creation of a foreign trade zone by the end of 1994. This also means that the Port will work with the ports, other governments, and business communities of nearby counties to create subzones.*

### **OBJECTIVE 2.1 BY SUPPORTING THE VITALITY OF EXISTING PUBLIC AND PRIVATE EMPLOYERS IN THURSTON COUNTY**

*Note A. This means that the Port will take steps to retain the jobs and employers which currently exist in Thurston County. To do this, the Port will work with the private business community to enhance the economic climate and private-sector jobs available within the County. It will also work with the State and other governments generally to maintain or expand the current level of government employment here.*

### **OBJECTIVE 2.2 BY ATTRACTING NEW BUSINESSES IN THURSTON COUNTY IN TARGETED MARKETS AND LOCATIONS**

*Note A. This means that the Port will take steps to attract outside businesses to locate in Thurston County and to encourage new businesses to grow and expand here.*

*Note B. The Port may offer a menu of services and may consider a special fund allocated to this objective. This can be a by-product of enterprise management and may involve packaging parcels of land.*

### **OBJECTIVE 2.3 BY HELPING TO DIVERSIFY THE ECONOMY IN THURSTON COUNTY**

*Note A. This means that the Port will seek to attract more private businesses to the area to balance the preponderance of public sector jobs here. Further, the Port will seek out businesses which diversify the types of jobs available to Thurston County residents, including family wage and entry level jobs, and white and blue collar jobs.*

### **OBJECTIVE 2.4 BY HOSTING AN ANNUAL COUNTY-WIDE BUSINESS SUMMIT**

*Note A. The purpose of the business summit would be to create a forum at which Thurston County businesses could review their competitive positions in the marketplace, the productivity of their employees, and their levels of investment in and the availability of technological innovations. The summit would also help the Port to define and evaluate its market opportunities and target locations within the Thurston County area. Finally, it would be an opportunity for local businesses to discuss with the Port ways that they could productively work together in both domestic and international trade opportunities.*

*Note B. The summit attendees will primarily be businesses, but should also include others who can help market Thurston County.*

### **GOAL 3. TO EXERCISE ENVIRONMENTAL STEWARDSHIP**

*Note A. This Goal speaks to Projects which are directed at the "natural" environment. Projects involving the "social" or "economic" environment fall under other Goals herein.*

#### **OBJECTIVE 3.1 BY ASSURING THAT ALL ACTIVITIES WHICH INVOLVE THE PORT ARE CONDUCTED IN A MANNER WHICH PROTECTS THE ENVIRONMENT**

*Note A. This Objective speaks to the Port's ability to exercise regulatory powers over the activities which it engages in and the activities of its tenants, licensees, and agents.*

#### **OBJECTIVE 3.2 BY CLEANING UP AREAS OR SOURCES OF POLLUTION ON PORT PROPERTY**

*Note A. This Objective guides the Port when it chooses to clean up areas of pollution which it conclusively knows of on property which it owns.*

#### **OBJECTIVE 3.3 BY PARTICIPATING IN THE RESTORATION OF THE NATURAL ENVIRONMENT ON AND AROUND PORT PROPERTY, WHERE APPROPRIATE**

*Note A. This Objective covers the Port as it may choose to undertake Projects, either alone or with others, which affirmatively create or recreate habitat, conservancy areas, remediation activities and the like. All Port projects which serve to enhance the environment also fall under this Objective.*

#### **OBJECTIVE 3.4 BY ACQUIRING AND PROTECTING SUCH PROPERTIES AS MAY SERVE THE GOALS OF THE PORT FOR MITIGATION, ENHANCEMENT, AND RESTORATION**

*Note A. This Objective includes mitigation banking.*

#### **OBJECTIVE 3.5 BY IMPLEMENTING A POLLUTION PREVENTION PROGRAM**

### **GOAL 4. TO PROVIDE PUBLIC SERVICES / INFRASTRUCTURE TO THE RESIDENTS OF THURSTON COUNTY AS AUTHORIZED**

*Note A. The State of Washington created ports to develop specified services and infrastructure which the public and the business community need, but which they could not afford to develop themselves. This Goal speaks to at least two distinct applications of that mandate. First, the Port may develop the services and infrastructure which are authorized by law. Second, the Port may, at its discretion, act as an entrepreneur and risk-taker in developing services and infrastructure which are calculated to benefit the Thurston County community.*

**OBJECTIVE 4.1      BY PROVIDING THE NECESSARY TRANSPORTATION  
SERVICES / INFRASTRUCTURE**

*Note A. This Objective covers traditional (water, rail, highway, air) transportation modalities. In addition, a member of the Port's Responders Group suggested that it should also cover telecommunication, because the "transportation of information" (such as teleconferencing) is increasingly obviating the need to transport people.*

**OBJECTIVE 4.2      BY PROVIDING THE NECESSARY SERVICES /  
INFRASTRUCTURE FOR INDUSTRIAL DEVELOPMENT**

*Note A. Industrial development is used broadly and includes commercial development as well.*

**OBJECTIVE 4.3      BY PROVIDING NECESSARY RECREATION SERVICES /  
INFRASTRUCTURE**

*Note A. Under current law, the Port may create or operate park and recreational facilities only when they are necessary to more fully utilize boat landings, harbors, wharves and piers, air, land, and water passenger and transfer terminals, waterways, and other facilities authorized by law pursuant to the Port's comprehensive plan of harbor improvements and industrial developments. (RCW 53.08.260).*

**OBJECTIVE 4.4      BY PROVIDING THE NECESSARY ENVIRONMENTAL  
FACILITIES AND ENHANCEMENTS**

**GOAL 5.    TO IDENTIFY AND IMPLEMENT LIMITS FOR PORT TAXES**

**OBJECTIVE 5.1      BY DEVELOPING A PORT POLICY AND SUPPORTING  
ACCOUNTABILITY SYSTEM FOR PORT ENTERPRISES THAT  
LIMIT ANY USE OF TAXES TO NON-OPERATING EXPENSES  
BY DECEMBER, 1994**

**OBJECTIVE 5.2      BY THE PORT COMMISSION AND CITIZENS ADVISORY  
COMMITTEE DEVELOPING CRITERIA FOR ANY POTENTIAL  
USE OF TAX LEVIES, ADDRESSING ECONOMIC  
DEVELOPMENT, PUBLIC SERVICES AND INFRASTRUCTURE  
INVESTMENT BY DECEMBER, 1994**

**GOAL 6.    TO FULFILL THE PORT'S SOCIAL COMPACT WITH THE  
THURSTON COUNTY COMMUNITY**

*Note A. This goal speaks to the Lockean notion that there exists a "social contract" between governments and those governed. Under this theory, a government obtains its power to govern only when it fulfills its portion of the social contract.*

**OBJECTIVE 6.1      BY PROVIDING EDUCATION TO MEMBERS OF THE  
THURSTON COUNTY COMMUNITY ABOUT THE PORT**

*Note A. Many people in Thurston County are not sufficiently familiar with the Port to understand its operation and the benefits it does and can bring to the Thurston County area. Under this Objective, the Port will be responsible for working with educational institutions, governments, businesses, special interest groups, and community organizations to better educate the community about the Port.*

**OBJECTIVE 6.2      BY INVOLVING THE MEMBERS OF THE THURSTON COUNTY  
COMMUNITY IN THE PORT'S DECISION-MAKING PROCESS**

*Note A. The Port feels that community input, interaction, and participation by local persons, organizations, and governments in its decision-making processes is essential and will therefore affirmatively solicit it.*

**OBJECTIVE 6.3      BY WORKING WITH THE OTHER GOVERNMENTAL  
JURISDICTIONS WITHIN THURSTON COUNTY**

*Note A. The Port also believes that it should be active in community processes as well and that it should promote healthy interdependence between itself and the other segments of Thurston County. To do this, the Port should develop a plan and review it annually.*

**GOAL 7.      TO OPERATE THE PORT IN A PROFESSIONAL MANNER**

*Note A. This is a procedural Goal which sets targets for how the Port does its business. It takes into account the Port's constituents and customers as well as its employees.*

**OBJECTIVE 7.1      BY IMPLEMENTING ANNUAL BUSINESS PLANS FOR THE  
OVERALL PORT AND FOR EACH OF ITS ENTERPRISE  
CENTERS**

*Note A. Business plans have been mentioned throughout these Goals and Objectives. This Objective requires the Port to annually develop an overall Port business plan and individual departmental business plans. These will complement the Port's strategic Goals and Objectives, Marketing Plan, Master Plans, Comprehensive Plans, and budget.*

**OBJECTIVE 7.2      BY BUILDING ACCOUNTABILITY INTO ALL PROCESSES**

*Note A. This means that the Port would craft clearly stated business plans with "feedback windows" which would require it to periodically solicit reality checks from its constituents, customers, and employees.*

**OBJECTIVE 7.3      BY CREATING A QUALITY AND CUSTOMER SERVICE  
MANAGEMENT PROGRAM**

*Note A. Such a program promotes a team concept between employees and management and creates results in the operation of the Port. It would be designed to improve customer service and operating efficiency of the Port by involving all people in the organization in the process.*

**OBJECTIVE 7.4      BY ANNUALLY REVIEWING THE PORT'S COMPREHENSIVE  
PLANS**

*Note A. Plans are only as good as the assumptions on which they are based. Conditions change over time and all of the Port's plans should be subject to periodic review. Under this objective, the Port would create a time each year when it would review its strategic and operational plans.*

## VI. APPENDICES



## DETERMINATION OF SIGNIFICANCE AND REQUEST FOR COMMENTS ON SCOPE OF EIS

**Proponent:** Port of Olympia

**Description of proposal:** The Port of Olympia is engaged in a strategic planning process to look at the future of the Port of Olympia. That process will:

1. Look at strategic planning and development of goals and objectives for incorporation into the Port of Olympia's Comprehensive Plan.
2. Consider changes to the Comprehensive Plan for the Port of Olympia, including the use of lands owned by the Port and the activities in the County in which the Port will take part, whether or not on property presently owned by the Port.

The end product will be:

1. A strategic plan articulating the mission, values, goals, and objectives of the Port.
2. A comprehensive plan articulating the nature of uses and improvements contemplated by the Port of Olympia.

The Port has not identified a specific proposal or direction for action. Rather, through the strategic planning process it is looking at alternatives for Port action or development, including management of existing resources. Alternatives presently being considered include more intensive use of existing resources without a significant change in direction or focus. Such use is authorized by the existing comprehensive plan and thus would be the basis for measuring potential impacts or potential changes.

**Location of proposal:** The proposal affects Port activities county wide. The Port presently owns land within the Cities of Olympia and Tumwater.

**EIS Required:** The lead agency has determined this proposal is likely to have a significant adverse impact on the environment. An environmental impact statement (EIS) is required under RCW 42.21C.030(2)(c) and will be prepared. The Port decided to proceed on an EIS without an environmental checklist, as authorized by WAC 197-11-315.

Ranges of alternatives under discussion may be found in the Strategic Planning notebook reflecting progress and issues considered to date, scoping programs developed for specific reports to be provided during the process and preliminary reports submitted by consultants in response to the Port's requests.

The Port has identified the following areas for discussion in the EIS:

1. All elements of the environment, as identified in WAC 197-11-444 will be evaluated.

2. The basis of measurement will be a comparison of proposed changes with the environmental impacts encompassed by the existing comprehensive plan.
3. The level of detail of comment will be as provided in WAC 197-11-442.
  - (a) The first inquiry will be consistency with existing local and state proposed comprehensive plans, official controls, and environmental regulations.
  - (b) The second inquiry will be impact on existing or proposed utilities, transportation facilities, and capital facilities planning.
  - (c) The third inquiry will be the implication to non-Port owned properties if the Port opts to take action on or off Port properties.
  - (d) The fourth inquiry is to identify techniques of avoiding and/or mitigating potential substantial adverse impacts identified as resulting from modifications to activities identified in the current comprehensive plan.
4. During the SEPA process, the Commission will be considering many alternatives through its strategic planning process. A current schedule of the process is attached.

Additional alternatives identified during the draft EIS period will be incorporated into the EIS. Opportunity for the public to consider the alternatives will be at public sessions held:

September 8, 1993	Airdustrial Park and Related Facilities
September 9, 1993	Port Terminal and Related Facilities
October 18, 1993	Overall Conceptual Plan Alternative Presentations

Additional opportunity for public involvement will exist throughout the strategic planning process (a copy of the current schedule is attached).

5. City of Olympia

The Port is considering alternative uses for the existing property owned by the Port and the scope of future activities of the Port. Alternatives range from an increase in use for commercial non-marine terminal business and industry, the creation of business centers around specific marine businesses, and a shift in priorities to increase public use and enjoyment of Port and water front property.

The alternatives are being considered as a range of alternatives as the Port shapes its focus and abilities, and are outlined in the preliminary reports of Martin O'Connell Associates: "Cargo Market Analysis," "Industrial Market Study," "Commercial Use Analysis," and "Marina/Marine Industrial Analysis."

6. City of Tumwater

The Port is looking at the alternative modes of activity supporting the airport operations at the Port's Olympia Airport and Airdustrial Park. The

Port is looking at different commercial, industrial, and public uses to resolve competing demands for the scarce resources at the Port.

Potential alternatives are detailed in the Gene Leverton report entitled "Airport Strategic Market Study."

7. Thurston County (generally).

The Port is looking at options to participate in growth development and resource protection in the remainder of the County by looking at facilities which may be acquired or developed, including railroad rights of way, property, utilities, or infrastructure to serve the community needs of Thurston County.

Scoping: Agencies, affected tribes, and members of the public are invited to comment on the scope of the EIS. You may comment on alternatives, mitigation measures, probable significant adverse impacts, and licenses or other approvals that may be required.

Written comments addressed to:  
Richard Malin  
Strategic Plan Responsible Official  
Port of Olympia  
P.O. Box 827  
Olympia, WA 98507

Comments must be received by: September 24, 1993.

Jurisdiction: Thurston County

Lead Agency: Port of Olympia

Responsible official: Richard Malin, Director of Engineering, Port of Olympia

Date: September 3, 1993

Signature

*Richard B. Malin* AF 9/3/93  
Richard Malin, Port of Olympia

cc: WA State Dept of Community Development  
WA State Department of Fisheries  
WA State Department of Transportation  
Nisqually Tribe  
Olympic Air Pollution Control Authority  
Thurston County Environmental Health Dept (3)  
Thurston Co. Roads & Transportation Services (3)  
Town of Bucoda  
Town of Rainier  
Black Hills Audubon  
Sierra Club-Sasquatch Group

Washington State Department of Ecology (2)  
Washington State Department of Wildlife  
Chehalis Tribe  
Squaxin Island Tribe  
Thurston County Building Department  
Thurston County Parks Department  
Olympia Planning Department  
City of Tumwater  
Intercity Transit  
SPEECH  
Thurston Conservation District

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Notice: 1. Post Port offices, Olympia & Tumwater  
2. Publish in newspaper in community—The Olympian/Nisqually Valley News  
3. Mailing to Port's public notification list  
4. Strategic Planning participants

**MEETING SCHEDULE**  
**Port of Olympia Strategic Planning Process**  
 ( As of SEPTEMBER 2, 1993 )

SEPTEMBER 1993						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
			1	2	3	4
5	6 LABOR DAY	7	8 DESIGN WORK SHOP (AIRDUSTRIAL)	9 DESIGN WORKSHOP (BUDD INLET)	10	11
12	13	14	15	16 CAC MTG.	17 STRATEGIC PLNG. "SOCIAL"	18
19	20 SPC MTG.	21	22	23	24 FINISH EIS SCOPING	25
26	7	28	29	30 CAC MTG.		

OCTOBER 1993						
SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
					1	2
3	4 SPC MTG.	5	6	7	8	9
10	11	12	13	14 CAC MTG.	15	16
17	18 <u>SPC MTG.</u> DESIGN WK. SHOP PRESENTATION	19	20	21	22 FINISH DRAFT EIS	23
24	25	26	27	28 CAC MTG.	29	30
31						

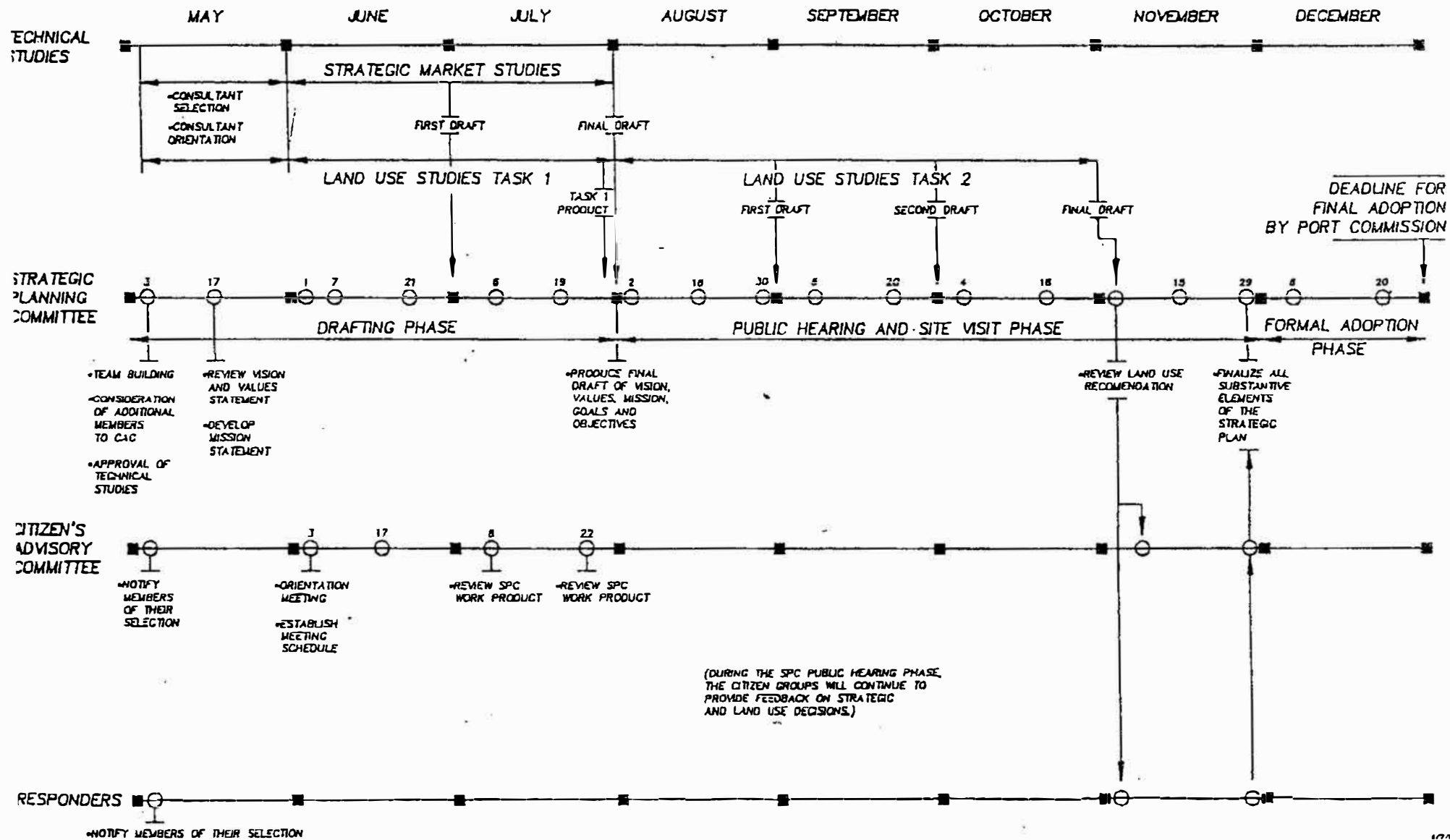
# STUDY SCHEDULE 1993-1994

STUDY SCHEDULE	JUNE '93	JULY '93	AUG '93	SEPT '93	OCT '93	NOV '93	DEC '93	JAN '94	FEB '94
Yelm to Tenino Track Retention Study RAILMOVE Edward Berntsen (206) 694-9000	June 7 June 24								
Gate to Olympia Railroad Feasibility Study RAILMOVE Edward Berntsen (206) 694-9000	June 7	July 31							
Cargo Market Analysis for Southern Puget Sound For Deep and Shallow Draft Vessels Martin O'Connell	START		END						
Industrial Market Study of Southern Puget Sound, 1995-2015 Martin O'Connell	START		END						
Commercial Use Analysis of the Port's Budd Inlet Property Martin O'Connell	START		END						
Analysis of the Port's Marina and Marine Industrial Operation Martin O'Connell	START		END						
Foreign Trade Zone Study	START 6/15			END 9/15					
Airport Stormwater Plan Economic & Engineering Services Joe Simmler (206) 352-5090	START Oct '92			END					
Budd Inlet Master Plan Anthony Nelesen & Associates John Taikina (609) 497-0104	START 5/17				END				
Airport Master Plan Anthony Nelesen & Associates John Taikina (609) 497-0104	START 5/17				END				
Strategic Plan Jim Goché	START MAY '93						END		

# STRATEGIC PLANNING FLOWCHART

## PORT OF OLYMPIA 1993

(JUNE 7, 1993 DRAFT)



Port of Olympia Public Notification List

Steve Abrams  
- Environmental Science Assoc., Inc.  
J. M. Andrade  
Gary Andrews  
Deborah Arms  
Kathryn H. Snider, P.E., R.L.A.  
- B&V Waste Science & Tech. Corp.  
Shelly A. Badger  
- City of Yelm  
Wesley L. Barclift  
Mr. John C. Barnett  
John Bash  
Del Bausch  
Gregg Beebe  
Rich Berkowitz  
- House of Representatives  
Bigelow Neighborhood Assoc.  
- Ms. Peggy O'Keefe  
Ray Bock  
Sam Bradley  
Stephen H. Buxbaum, Exec. Dir.  
- Rural Development Council  
Fiona Buzzard  
Jerry Buzzard, Atty.  
Patti Carden  
Central Eastside Neighborhood  
- Mr. Bill Travis  
Tofn Champeaux  
- The Effectiveness Institute  
Irene Christy  
Edward D. Cleeves  
- Capitol City Air Charters, Inc.  
Construction Tech. Labs, Inc.  
- Attn: Dorothy Cannon  
Bill Course  
- Arts Commission  
Joan W. Cullen  
- Dept. of General Administration  
Daily Shipping News  
John DeMeyer  
Jeff Dickison  
O. Ray Dinsmore  
Ms. Sue Earnest  
Eastside Neighborhood Association  
Fiddlehead Marina, Inc.  
- Attn: Len Esteb, Pres.  
Mark Foutch  
Gov. Stevens Nghbrhd. Assoc.  
- Robert Brandow  
Mr. Edward C. Hammersmith

Cliff Hanna  
Gary Harder  
- WA Utilities & Transp. Comm.  
Chris Haynes  
Meta Heiler  
Jerry Hendricks  
Holbrook, Inc.  
Holiday Hills Association  
- Linda Murphy  
Joseph Hommel  
Melinda & Dave Howard  
John Huddleston  
- Creative Homes  
T. C. Johnson, Plant Supt.  
- Solid Wood, Inc.  
Larry Karr  
KELA Radio  
- ATTN: Larry Minor  
Walt Kemp  
Michael Kent  
- Thurston County Health Dept.  
Nicholas Kirkmire  
- WCWT  
KIRO TV  
- ATTN: Ed Evans  
Brad Kisor  
Rod Koon-Dir., Port Relations  
- Port of Tacoma  
George Kurzman  
Bob Jacobs  
Jeff Jaksich  
Peter Lin  
Mr. John Lindstrom  
A.W. Mackie  
- Attorney at Law  
Theresa Morrow, Editor  
- MARINE DIGEST  
Jack McCloud Jr.  
McFarland Cascade  
- Attn: Correy McFarland  
Scot McQueen  
Jim Mateson  
- Media Island Int.  
Joyce Mercuri, DOE  
Jerry Moon  
- Longshore Hall  
Dennis F. Mydlar, President  
- Western Meats, Inc.  
North Street Association  
- Tim Ryan



Erma Norton  
 Olympia Center  
 Joseph Beaulieu  
 - Olympia/Thur. Co. Chamber  
 The Olympian  
 JEFF ROUNCE  
 - Pierce County Business Examiner  
 Cleve Pinnix  
 Bart Potter  
 - Dept. of General Admin.  
 Anita Purdy  
 Radio Station KGY  
 Radio Station KQ92  
 Radio Station KXXO 96.1  
 KELA Radio  
 - ATTN: Larry Minor  
 Radio Station KAOS 89.3  
 Radio Station KMAS  
 Lisa Randlette  
 - Division of Aquatic Lands  
 Scott Richardson  
 Ms. Virginia L. Robinson  
 Rochester/Grand Mound Chamber of  
 Commerce  
 Roger's Terminal  
 Rhys Roth  
 Russ Runyan  
 Teri Sanders  
 Scott Schoch  
 Dave Shipley  
 Mark Silversten  
 - Genoa's On The Bay  
 Niels Skov  
 Peter Skowlund  
 - Department of Ecology  
 Ms. Margie Smitch  
 Sonya Smith-Pratt  
 Sarah Smyth  
 Southeast Olympia Neighborhood  
 - Mr. Robert Elias  
 Chris Stearns  
 J. Andrew Stewart  
 - Olympia Shipwrights  
 James L. Sweeney  
 - Environmental Planner, DNR  
 Peter H. Syben  
 Tenino Chamber of Commerce  
 - Charlie Fly  
 Tenino Independent  
 - ATTN: Art Dwelley  
 Judy Tennant  
 Harold Robertson  
 - TRPC  
 Barbara Timmer  
 - Boston Harbor Marina  
 Jim Toohey, Assistant Secretary  
 - WA State Dept. of Transportation

Tumwater Chamber of Commerce  
 Mr. Svein Waalen  
 Josephine M. Wade  
 Julie Walton  
 Pat Jones  
 - WPPA  
 Nancy H. Watkins  
 - Thurston County EDC  
 Mr. Warren Webster  
 Warren S. Windrem  
 Roger Hoy  
 - c/o NYK Line  
 Steve Wilcox  
 Sherman Will  
 Mac Willie  
 - Olympia Towing  
 Carl Wilson  
 - Thurston Regional Planning  
 James D. Wright  
 Bob Wubbena  
 - Economic & Eng. Ser. Inc.  
 Yelm Chamber of Commerce  
 Dr. Vance Yung  
 South Sound Business Examiner  
 WESTCOAST MARINER  
 - David Rahn  
 DAILY SHIPPING NEWS  
 - Attn: Tim Dwyer  
 Philip S. Moore  
 - DAILY SHIPPING NEWS  
 Dave Hubert  
 - OMNI Communications  
 NISQUALLY VALLEY NEWS  
 - Attn: Don Miller  
 THE TACOMA NEWS TRIBUNE  
 - ATTN: City Editor  
 CENTRALIA CHRONICLE  
 - ATTN: Gordon MacCraken  
 The Honorable Judy Wilson  
 - County Commissioner  
 The Honorable Diane Oberquell  
 - County Commissioner  
 The Honorable Dick Nichols  
 - County Commissioner  
 Tom Fitzsimmons  
 - Thurston County Administrator  
 Ms. Ann Clifton  
 - County Assessor  
 Mr. Sam Reed  
 - County Auditor  
 The Honorable Mayor Bob Jacobs  
 - City of Olympia  
 The Honorable Margaret McPhee  
 - Olympia City Council Member  
 The Honorable Nina Carter  
 - Olympia City Council Member  
 The Honorable Mary Stuart-Lux  
 - Olympia City Council Member  
 The Honorable Holly Gadbaw  
 - Olympia City Council Member  
 Mr. Dick Cushing  
 - Olympia City Manager  
 The Honorable Mayor Gene Liddell  
 - City of Lacey



Mr. Greg Cuoio  
- Lacey City Manager  
The Honorable Peter Fluetsch  
- City Mayor, Tumwater  
The Honorable Pete Kmet  
- Tumwater City Council Member  
The Honorable Greg Gurske  
- Tumwater City Council Member  
City of Lacey Manager's Office  
- ATTN: Karen  
City of Tumwater  
- c/o The Clerk  
Gene Borges  
- Yelm City Administrator  
Nancy Gratias  
- Yelm Clerk Treasurer  
Catherine Chamberline  
- Bucoda ClerkTreasurer  
Charmayne Frost  
- Rainier Clerk Treasurer  
Mary Margaret Haugen  
- State Representative  
Ms. Angie Hermes  
- Dept. of Trade & Economic Dev.  
PNWA  
- Glenn Vanselow  
Mike Mattox  
Aaron K. Owada  
Gary C. Alexander  
Bill Connor

## APPENDIX B

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### *Port of Olympia* DEIS DISTRIBUTION LIST

November 2, 1993

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Cities of Tumwater, Olympia, Lacey, Yelm

Towns of Rainier, Tenino, Bucoda

Thurston County

State Departments of:

Community Development

Ecology

Trade and Economic Development

General Administration

Fisheries

Natural Resources

Wildlife

Transportation

Olympia Air Pollution Control Authority

Tribes

Nisqually

Squaxin

Chehalis

Black Hills Audubon Society

Sierra Club-Sasquatch Group

Thurston Regional Planning Council

Intercity Transit

South Puget Sound Environmental Clearing House

Olympia/Thurston County Chamber of Commerce

Tumwater, Lacey and South County Chambers of Commerce

Perkins Coie

Port of Olympia Strategic Planning Committees

Economic Development Council

Appendix B

## APPENDIX C

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### *Port of Olympia*

### FEIS DISTRIBUTION LIST

January 27, 1994

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Cities of Tumwater, Olympia, Lacey, Yelm

Towns of Rainier, Tenino, Bucoda

Thurston County

State Departments of:

Community Development

Ecology

Fisheries

General Administration

Natural Resources

Trade & Economic Development

Transportation

Wildlife

Olympic Air Pollution Control Authority

Tribes

Chehalis

Nisqually

Squaxin

Black Hills Audubon Society

Sierra Club - Sasquatch Group

Thurston Regional Planning Council

Intercity Transit

South Puget Sound Environmental Clearing  
House

Perkins Coie

Economic Development Council

SPEECH

Chambers of Commerce

Lacey

Olympia/Thurston County

Rochester/Grand Mound

Tenino

Tumwater

Yelm

Neighborhood Associations

Bigelow

Central Eastside

Downtown

East Bay

Eastside

Gov. Stevens

Holiday Hills

North Street

South Capitol

Southeast Olympia

Southwest

Thurston County Council of Neighborhoods

Westside

Strategic Planning Committees