

## ABSTRACT

**Project Name:** Capitol-Martin Corridor and Neighborhood District Plan

**Lead Applicant:** Thurston Regional Planning Council (TRPC)

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**2010 Census Population:** 252,264 for Thurston County  
106,242 for Lacey-Olympia-Tumwater

**Total Budget:** \$1,225,350

**HUD Request:** \$763,962

**Applicant Match:** \$461,388

**Location:** Thurston County

**Congressional Districts:** 3<sup>rd</sup> and 9<sup>th</sup> Districts



### Who Are We?

- Located at the southern tip of Puget Sound
- In western Washington
- Home to the state Capital in Olympia

### Problem:

We are the fastest growing county in the Puget Sound region and third fastest growing county in the state. Over the next 30 years, we expect to add 170,000 people. As a result of this growth, we will build over 40 percent of the single family homes, 53 percent of the multifamily units, and 40 percent of the space needed for employees in 2040 between now and then. This presents both tremendous opportunities and challenges to our community.

### Objectives:

Concentrating anticipated growth in our urban areas will increase transportation choices such as walking, bicycling, and transit – and shorten our commutes. It will make our urban centers more vibrant and full of activity, and offer more variety in housing and job choices, destinations and activities. Concentrating growth along our existing transit corridors will support our community’s investment in transit – and could lead to more frequent service – which in turn could make transit a more viable option for travel. Yet there are challenges to achieving concentrated growth in our urban areas. Even with an urban growth boundary and Comprehensive Plans in place, growth has not occurred as envisioned in our city centers and key transit corridors.

### Expected Results:

The Capitol-Martin Corridor and Neighborhood District Plan project will develop a coordinated vision, goals, policies, and implementation strategy for the three-city corridor as a whole, and focus planning efforts in Neighborhood Districts with the best opportunity for revitalization through infill and redevelopment. The implementation of the Corridor and District plans will serve as a national model for how small suburban cities can foster sustainable economic development, community livability, transit-oriented development, and reduce transportation plus housing costs through targeted and strategic planning, policy, and partnership efforts supported by well-designed investments.