

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

Authors Note: For a complete text of the Olympia Urban Waterfront Plan (1993) from which the following can be found, please contact Thurston Regional Planning Council at 786-5480.

I. VISION FOR THE URBAN WATERFRONT

Olympia's identity has always been linked to the urban waterfront. For both the native tribes and the earliest European settlement, the waterfront was the *raison d'etre*. Today, people think of the waterfront and the Capitol dome when they think of Olympia. These two things are the focal points for downtown, the City, the region, and the State. The waterfront is a place where pedestrians can promenade, go to restaurants, a place with open spaces, the home of water-dependent industries such as a marine terminal, transfer facilities, and marinas. People also go to the waterfront to enjoy the views, and participate in active water recreation, such as boating.

Historically, urban Budd Inlet was home to a working waterfront and an important fishery. Early photos show shipping and industry against the backdrop of the still waters of Budd Inlet, with the forested ridgetops, hills and mountains beyond.

A. What will the waterfront be like in the future?

Future activity on the waterfront will have that character, too. New development will strengthen the identity of this important place where people, wildlife, pleasure boats, commerce, ships, and industry will exist in harmony with the environment and with one another. Larger areas of the waterfront will be accessible to the public, both along the shoreline, and on piers over-the-water. All traces of industrial pollution from past activities will be gone, and the legacy of the salmon fishery will be restored.

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Today, pieces of land along the Percival Landing, East Bay, and West Bay shorelines are not occupied by buildings as they were in the past. This provides us with great opportunity to build on this dynamic mix of a waterfront that welcomes people, where the water is visible and accessible, where jobs are provided, and the environment is healthy.

Physical development will be compatible with our community's goals of economic development, environmental protection, and increased tourism, while preserving marine habitat, views and open water. The valued industry will remain on West Bay, and the Port ocean terminal will continue to add a modest international flavor to our waterfront. The East Bay shoreline will continue to develop as a mixed-use shoreline, which will provide marine-related services, offices, and restaurants, will be connected and interwoven with a continuous pedestrian promenade connected with a park on East Bay Drive. West Bay may see new uses such as offices, restaurants, marinas, and pleasure boat facilities, in addition to the traditional industry. The Percival Landing area may be home to more commercial building, too.

In addition to commercial and recreational activity, the waterfront may also play a role in passenger transportation in the future. Ferry boats may again be used to transport people across Budd Inlet and around the Sound, particularly as our roads are filled with automobiles. The Olympia waterfront will be an attraction to both local residents and visitors into the next century.

The environmental health of the Inlet has become the highest priority. The Squaxin Island Tribe will continue to fish in the Inlet, as is its history and its right. The salmon will return in larger numbers than have been seen for a long time. Education about the marine environment may be provided at a marine science center on the Inlet. Efforts to restore the environment will be made visible to the people that live work, and visit here.

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B. How does this SAMP promote this Vision?

It carries out the vision of the Olympia Comprehensive Plan, the Shoreline Master Program, and parts of the Port Comprehensive Plan in a detailed way that pertains to over-the-water construction. With our history and legacy of over-the-water development for commerce and industry, it provides places for this desired mix of activities, and encourages people-oriented activities to happen while preserving the habitat and retaining most of the open water and views. It places high priority on both commerce and the environment. It asks that the environment be restored and that the waterfront be attractive as well as functional.

The SAMP requires that when over-the-water development occurs, that safe public access be provided, and environmental impacts be mitigated. It requires that where possible, buildings be placed upland rather than over-the-water, to save the open water as open space, for fish and wildlife habitat, and for boating and shipping. But, where necessary, over-the-water development can occur in a safe and aesthetically pleasing manner. It recognizes that certain uses must be over-the-water because of the nature of the use. It gives all of the voices and interests a place on the waterfront. It asks that we learn from the past and develop in a manner that is attractive, contributes to economic development, and preserves the waterfront for future generations.

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II. PURPOSE OF SAMP

The purpose of this SAMP is to permit limited over-the-water development which is compatible with the vision, needs, and values of the community, and which does not degrade the marine habitat of Budd Inlet.

The SAMP provides policies and regulations which apply to the shorelines of Budd Inlet within the City of Olympia, and which are tailored to the unique physical characteristics and development objectives of this concentrated urban area.

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III. BOUNDARY AND JURISDICTION OF SAMP

- A. The policies and regulations in this SAMP apply in addition to the existing Shoreline Master Program for the Thurston Region (SMP). Where specific conflicts occur, the SAMP governs, except where explicitly stated. Policies and regulations apply to shoreland over-the-water construction and uses within the described boundaries of the SAMP.

Those areas between ordinary high water mark (ohwm) and the outer harbor line within the City of Olympia except shorelands lying northward of the south line of Block 1 of Simenson's subdivision of Block A, Sebree's Addition of Olympia, 1890 (residential area of East Bay Drive.

- B. Amendment Process for Olympia SAMP

The amendment process is intended to be flexible, timely, and responsive.

- (1) Initiation

The amendment process may be initiated by the City of Olympia or the Port of Olympia. Because the City is the regulatory agency, and the Port is the single major property owner on the urban waterfront, all SAMP amendments should be jointly undertaken by the City and the Port. The Port and City have agreed to revise the UWP, as necessary and mutually agreed upon, upon completion of the Port's Strategic Plan (or shortly thereafter).

- (2) Amendment Process and Scope

The amendment process should be jointly scoped by the City and the Port. Process and scope should be determined on a case by case basis after consideration of the pertinent issues, the identified problem, and possible alternative solutions.

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(3) Public Participation

The process should be designed to ensure participation by area residents and affected parties.

(4) Review and Adoption of SAMP Amendments

All proposed SAMP amendments should be jointly reviewed and adopted by the City of Olympia and the Port of Olympia.

(5) Department of Ecology (Ecology) review

Olympia SAMP amendments will be submitted to Ecology after local (City) adoption for final state adoption. Washington Administrative Code 173-19-061 outlines the following approval of master programs and amendments by local government procedures.

Prior to submission of a new or amended master program to the department, local government shall:

- (a) Conduct at least one public hearing to consider the proposal;
- (b) Publish notice of the hearing a minimum of once in each of the three weeks immediately preceding the hearing in one or more newspapers of general circulation in the area in which the hearing is to be held. The notice shall include:
 - (i) Reference to the authority under which the action is proposed;
 - (ii) A statement or summary of the proposed changes to the master program;
 - (iii) The date, time, and location of the hearing, and the manner in which interested persons may present their views thereon; and
 - (iv) Reference to the availability of the proposal for public inspection at the local government office or upon request;

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- (c) Consult with and solicit the comments of any federal, state, regional, or local agency, including tribes, having any special expertise with respect to any environmental impact;
- (d) Where amendments are proposed to a county or regional master program which has been adopted by cities or towns, the county shall coordinate with those jurisdictions and verify concurrence with or denial of the proposal. The procedural requirements of this section may be consolidated for concurring jurisdictions;
- (e) Solicit comments from the department on the proposal;
- (f) Assure compliance with chapter 43.21C RCW, the State Environmental Policy Act; and
- (g) Approve the proposal.

IV. OVERALL POLICIES FOR SAMP

The following policies apply to all development or uses within the SAMP.

A. Policy Intent

The intent of these SAMP policies is to provide a vision and framework to evaluate and balance the health and viability of marine habitat in Budd Inlet, to protect water quality, to allow water-dependent uses and public access to the shoreline, to retain the open space of water, and to protect views. It acknowledges the importance of each of these issues, yet places priority on the viability of the Budd Inlet ecosystem.

Over-the-water development should only be allowed when it is demonstrated that it cannot exist upland.

B. Compatibility with Upland Uses

Any development or use permitted over-the-water should be compatible with adjacent upland uses.

C. Upland Support Facilities

Over-the-water development should only be allowed if adjacent uplands can accommodate necessary support functions such as but not limited to, parking, circulation, access, or others as necessary. Support facilities for over-the-water uses should be located upland unless the intrinsic nature of the support facility requires that it be located over-the-water.

D. Categories of Allowed Uses

For new development, only uses that are water-dependent or non-commercial water-enjoyment should be permitted over-the-water. Existing over-the-water commercial water-enjoyment uses should be permitted to remain and to expand.

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E. View Protection

Key views, as mapped in Figure 1, page 365, should be protected when considering over-the-water development.

F. Public Access

Safe public access should be required of all over-the-water uses or developments. All public access should be marked with signs approved by the City of Olympia.

Shoreline public access is the physical ability of the general public to reach and touch the water's edge, and/or the ability to have a view of the water from upland locations. As a guideline for permitting requirements, four types of marine public access are identified. These types of public access will be considered in relation to the physical and operational requirements of the proposed over-the-water development, and how best to incorporate safe public access into the development.

Type I: Provides direct physical connection to the water's edge including floats, docks, and boat launches. Access itself is located either up to the shoreline, or floating over-the-water.

Type II: Provides immediate proximity to the water's edge, but does not provide the physical ability to touch the water.

Type III: Provides unobstructed and proximate (very near) view of waterward side of the project.

Type IV: Provides visual access to the waterfront (but not the waterside of the project) and shoreline interpretation.

Quantity and quality of public access required should relate to the unique features of the site.

All required public access should be clearly labelled with signs that are approved by the City of Olympia.

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G. Nonconforming Uses

- (1) Existing nonconforming over-the-water structures and uses that can be classified as water-dependent, water-related, or water-enjoyment should be permitted to continue operation and provided with standards of greater flexibility than is provided for in Section V., Administrative Procedure, of this Shoreline Master Program for the Thurston Region to remodel or reconstruct but not expand the area of coverage over-the-water.
- (2) Nonconforming over-the-water structures and uses that can not be classified as water-dependent, water-related, or water-enjoyment should conform to existing nonconforming standards provided for in Section V., Administrative Procedures, of this Shoreline Master Program for the Thurston Region.

H. Allowed Uses

The following uses should be allowed over-the-water throughout the SAMP if they are compatible with the adjacent upland zoning.

(1) Utilities

Utility outfalls should be permitted. Existing utility outfalls should be encouraged to upgrade with features that mitigate environmental impacts and enhance water quality. New utility outfalls should be permitted provided that adverse environmental impacts can be mitigated.

(2) Marine education and research facilities.

- (3) Dredging necessary to clean up any toxic sediment in this SAMP, if the dredging is being conducted as a part of a clean-up action which is approved and overseen by the Department of Ecology.

This regulation supersedes Section 3.VI. Dredging C.4. of the Shoreline Master Program for the Thurston Region.

(4) Water taxi facilities.

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I. Mitigation and Enhancements

Marine habitat is degraded and limited in area and function at present in urban Budd Inlet. Therefore the following mitigation and enhancement policies apply.

- (1) All adverse impacts to fish and wildlife habitat, its functions, values, and acreage, should be mitigated and enhancements made such that the net result of the project is not worsening of such conditions.
- (2) Guidelines and standards for mitigation and enhancements should be established in order of preference.
- (3) A project proposal that includes a less preferred mitigation approach should meet a comprehensive set of standards that assure the public interest is served by the proposal such that the net result is not net loss of habitat function, value, or acreage.
- (4) The applicant is financially responsible for additional mitigation and enhancement action should any element of the Mitigation and Enhancement Plan fail. (See Section 5, Use Regulations and Review Criteria, b(10)(c), for a description of a Mitigation and Enhancement Plan.)
- (5) The City of Olympia should establish a Habitat Advisory Committee, consisting of experts in the disciplines of fish or wildlife habitat, to review required habitat Mitigation and Enhancement Plans in a consistent and coordinated manner and make recommendations regarding approval to the Olympia Environmental Review Officer (ERO).

Prior to adoption of a Comprehensive Habitat Plan for Budd Inlet, the Habitat Advisory Committee shall use its best judgment in review and recommendations. After adoption of a Comprehensive Habitat Plan, all recommendations shall be based on that Plan.

The ERO and Olympia Project Planner shall provide evidence regarding why a Habitat Advisory Committee recommendation was rejected or modified, if that occurs.

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The City should review the Habitat Advisory Committee two years after it is established to determine if modifications are needed in structure or function in order to meet the Intent of this policy.

- (6) Where habitat is altered, the project applicants should restore or create equivalent areas of habitat in order to compensate for habitat losses.
- (7) The City should approve a Mitigation and Enhancement Plan as a condition of issuance of any permit which impacts habitat.
- (8) Mitigation should generally be implemented concurrently with the regulated activity under the permit.
- (9) In general, on-site mitigation should be required.
- (10) If adverse impacts cannot be mitigated, permits should be denied.

J. Habitat Enhancement

Habitat enhancement efforts should be consistent with a City of Olympia adopted a Comprehensive Habitat Plan of Budd Inlet. If enhancement of fish habitat is possible beyond those required to achieve full mitigation (that is, those efforts beyond no net loss), then planning and development of incentives for such enhancement should be considered.

K. Over-the-water Design Guidelines

Design of over-the-water construction and development should include measures which minimize impacts on habitat.

L. Special Analyses

Due to the highly complex nature of over-the water construction, special analyses of views, the needs for the proposed development to be over-the-water, and others may be required. These analyses should be prepared by qualified experts as part of the application process for all developments in order to identify and mitigate probable environmental impacts.

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V. SAMP USE REGULATIONS AND REVIEW CRITERIA

A. Permit Process

Any over-the-water construction or development is required to obtain a City of Olympia Shoreline Conditional Use Permit through the normal procedures stipulated in the SMP and the Shoreline Management Act. In addition, such projects may also be required to secure other local, state or federal permits, depending upon the nature of the project. Any special plans or analyses required must be filed prior to or as part of the permit application, and must be consistent with State Environmental Policy Act requirements.

B. Uses

(1) Allowed Conditional Uses

The following uses may be allowed throughout the SAMP in all Management Units:

(a) Allowed uses SAMP-wide

- (i) Utility outfalls are allowed. Existing utility outfalls and other facilities that are to be upgraded shall include features that mitigate environmental impacts and enhance water quality. New utility outfalls shall be permitted provided that any adverse environmental impacts they create can be mitigated.
- (ii) Marine education and research facilities.
- (iii) Dredging necessary to clean up any toxic sediments in this SAMP.

This regulation supersedes Section III.VI. Dredging C.4. of the Shoreline Master Program for the Thurston Region.

- (iv) Water taxi facilities.

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- (b) Uses Allowed in the individual Management Units;
- (c) Unforeseen Conditional Uses

Other uses may be allowed which are not specified but which meet the vision and intent of the SAMP and of the specific Management Unit in which a development is proposed.

C. Review Criteria

- (1) All proposed conditional uses must meet the following review criteria which is specified in WAC 173-14-140(1), as follows:
 - (a) That the proposed use is consistent with the policies of the Shoreline Management Act and the SMP;
 - (b) That the proposed use will not interfere with the normal public use of public shorelines;
 - (c) That the proposed use of the site and design of the project is compatible with other permitted uses within the area;
 - (d) That the proposed use will cause no unreasonably adverse effects to the shoreline environment in which it is to be located; and
 - (e) That the public interest suffers no substantial detrimental effect.
- (2) Unforeseen Conditional Uses must meet the vision and intent of the SAMP and the management unit for which a specific development is proposed.

D. Development Standards

The following mandatory standards apply to uses and development within the entire SAMP. These general regulations must be met by all over-the-water developments in addition to the criteria for the particular Management Unit where the development is proposed. The following development standards apply to any "Substantial Development" within the SAMP:

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(1) Intent

The open space of water and mud flats in Urban Budd Inlet shall be protected. Also, marine habitat shall be protected, and where possible, improved. Therefore, over-the-water development shall only be allowed when the proposed development cannot be placed upland. Public access, view protection, and the environmental health of the Inlet are the highest priorities.

(2) Compatibility with Upland Uses

Any development or use permitted over-the-water shall be compatible with the adjacent upland uses.

(3) Impacts on Upland Uses

Over-the-water construction shall be designed to avoid blocking key views, and shall not project excessive glare, or in other ways adversely impact adjacent upland uses.

(4) Upland Support Facilities

Over-the-water development should only be allowed if adjacent uplands can accommodate necessary support facilities, such as parking, circulation and access. Support facilities for over-the-water uses shall be located upland.

(5) Categories of Allowed Uses

For new development, only water-dependent, or non-commercial water-enjoyment uses shall be permitted over-the-water. Existing over-the-water water-dependent, water-related, and water-enjoyment uses should be permitted to remain and to expand.

(6) View Protection

All over-the-water development shall be designed to protect key views (mapped in Figure 9 of the Urban Waterfront Plan (see attached map), and if possible enhance view access.

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(7) Public Access

Safe public access shall be required of all over-the-water uses or developments. All public access shall be marked with signs approved by the City of Olympia.

Shoreline public access is the physical ability of the general public to reach and touch the water's edge, and/or the ability to have a view of the water from upland locations. As a guideline for permitting requirements, four types of marine public access are identified. These types of public access will be considered in relation to the physical and operational requirements of the proposed over-the-water development, and how best to incorporate safe public access into the development.

Type I: Provides direct physical connection to the water's edge including floats, docks, and boat launches. Access itself is located either up to the shoreline, or floating over-the-water.

Type II: Provides immediate proximity to the water's edge, but does not provide the physical ability to touch the water.

Type III: Provides unobstructed and proximate (very near) view of waterward side of the project.

Type IV: Provides visual access to the waterfront (but not the waterside of the project) and shoreline interpretation.

Quantity and quality of public access required shall relate to the unique features of the site.

All required public access shall be clearly labelled with signs that are approved by the City of Olympia.

(8) Signage

All required public access must be clearly labeled with signs that are approved by the City of Olympia.

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(9) Nonconforming Uses

Nonconforming uses are subject to the regulations for nonconforming uses in Section V, Administrative Procedures, of this Master Program; except for structures and uses that are water-dependent, or water-enjoyment, where the following regulations apply:

- (a) Resumption of discontinued or abandoned nonconforming use or structure. A nonconforming use or structure, when abandoned or discontinued, shall not be resumed. Discontinuance or abandonment is presumed to occur when the land or structure is not used for a particular use for two years. Any person wishing to appeal a staff determination that discontinuance or abandonment has occurred may appeal to the legislative body within ten (10) days of the determination by filing an appeal with the local government department responsible for administering the Program.
- (b) Reconstruction of a nonconforming structure. In the event that a nonconforming structure is destroyed by fire, explosion, natural catastrophe, or act of public enemy, nothing in this SAMP shall prevent the reconstruction of the nonconforming structure provided that reconstruction must be completed within two years after destruction.
- (c) Conversion of a Nonconforming Use. A non-conforming use may not be converted to a prohibited use.

(10) Mitigation and Enhancements

- (a) All adverse impacts to fish and wildlife habitat shall be mitigated and enhancements made such that there is no net loss in habitat function, values, and acreage.
- (b) Mitigation, in the descending order of preference, is as follows:
 - (i) Avoidance of the impact altogether by not taking a certain action or part of an action;

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- (ii) Compensating for impacts by limiting the degree or magnitude of the action and its implementation, by using appropriate technology, or by taking affirmative steps to avoid or reduce impacts;
 - (iii) Rectifying the impact by repairing, rehabilitating or restoring the affected environment;
 - (iv) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the operation;
 - (v) Compensating for the impact by replacing, enhancing, or providing substitute habitat resources, or utilizing mitigation banking opportunities if available.
- (c) Prior to local government approval of a proposal which includes less preferred mitigation, the applicant shall prepare a Mitigation and Enhancement Plan which shall demonstrate that:
- (i) The more preferred mitigation options above are not feasible.
 - (ii) No overall net losses will occur in habitat functions, values, and acreage;
 - (iii) The restored, created, or enhanced habitat will be as persistent as the habitat it replaces;
 - (iv) The applicant has sufficient scientific expertise, supervisory capability, and financial resources to carry out the proposals;
 - (v) The applicant has the capability for monitoring the site for a period of time adequate to determine its long-term success;
 - (vi) A contingency plan is available that identifies actions to be taken if the implemented mitigation is unsuccessful;
- (d) Since the applicant is financially responsible for additional mitigation action should any element of the Mitigation Plan and Enhancement fail,

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a bond or other form of security shall be required. The amount and form of security shall be determined on a case by case basis determined by the City.

- (e) Upon adoption by the City of Olympia and State Department of Ecology of an Urban Waterfront Plan, the City shall establish a Habitat Advisory Committee to review required habitat Mitigation and Enhancement Plans in a consistent and coordinated manner and to make recommendations regarding approval to the Olympia Environmental Review Officer (ERO). It shall consider mitigation and enhancement in the context of the estuarine ecosystem, to ensure habitat viability and persistence. This Committee shall consist of experts in environmental, fish or wildlife habitat disciplines who have an interest in the Olympia urban waterfront. The Committee should have six to eight members, depending on the nature of the project. It is the responsibility of the Environmental Review Officer to determine what technical expertise would be valuable in a particular project, but membership on the Committee shall include at least the following:
 - (i) City of Olympia, Environmental Review Officer, Chair (non-voting member).
 - (ii) A representative from the Port of Olympia (voting member).
 - (iii) A representative from the Squaxin Island Tribe (voting member).
 - (iv) The Olympia project planner for the specific development (non-voting member).

In addition, at least two of the following agencies shall be represented: The Department of Fisheries, Department of Wildlife, Department of Natural Resources or Department of Ecology (voting members).

The Habitat Advisory Committee shall meet as necessary to review development proposals. Recommendations of the Committee may be by consensus or majority and minority opinion. All Committee recommendations - including minority reports - shall be forwarded on

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to the City Hearing Examiner unaltered, irrespective of any determination made by the Environmental Review Officer.

- (f) The City of Olympia shall establish a Habitat Advisory Committee, as outlined in Section 5 d.10.(e) above.

Prior to adoption of a Comprehensive Habitat Plan for Budd Inlet, the Habitat Advisory Committee shall use its best judgment in review and recommendations. After adoption of a Comprehensive Habitat Plan, all recommendations shall be based on that Plan.

The ERO and Olympia Project Planner shall provide evidence regarding why a Habitat Advisory Committee recommendation was rejected or modified, if it occurs.

The City shall review the Habitat Advisory Committee two years after it is established to determine if modifications are needed in structure or function in order to meet the Intent of this policy.

- (g) Where habitat is altered, the project applicants shall restore or create equivalent areas of habitat in order to compensate for habitat losses.

Equivalent areas shall be determined by the ERO based upon the recommendations of the Habitat Advisory Committee.

- (h) The City shall approve a Mitigation and Enhancement Plan as a condition of issuance of any permit which impacts habitat. Mitigation and Enhancement Plans shall include a set of performance standards, which shall serve to focus evaluation of the project on objective characteristics of its success or failure. Mitigation and Enhancement Plans shall be approved by the ERO based upon the recommendation of the Habitat Advisory Committee.

- (i) Mitigation and enhancement shall be implemented no later than concurrently with the regulated activity under the permit. If the likelihood of success is substantially doubtful, mitigation and enhancement shall be implemented prior to the regulated activity under the permit.

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- (j) In general, on-site mitigation and enhancement shall be required. If on-site mitigation and enhancement opportunities are limited to the point of being not feasible, then off-site mitigation and enhancement will be considered.
- (k) If adverse impacts cannot be mitigated, permits can be denied.

(11) Habitat Enhancement

Habitat Enhancement may be required consistent with requirements of a Comprehensive Habitat Plan of Budd Inlet, when available. If enhancement of fish habitat is possible beyond those required to achieve full mitigation (that is, those efforts beyond no net loss), then planning and development incentives for such development should be considered.

(12) Over-the-Water Design Standards

Over-the-water development must be designed to minimize habitat impacts through creative design means that could include, but are not limited to:

- (a) Adjustment of horizontal location of development to allow more light to reach and penetrate the water.
- (b) Use of materials which allow light to reach and penetrate the water.
- (c) Minimal water coverage.
- (d) Alternative mitigation or design concepts prior to selection of final design.
- (e) Other methods as necessary or appropriate.

(13) Special Analyses

All over-the-water development shall be required to submit the following special analyses prior to or as part of its Shoreline Conditional Use Permit application. Pursuant to SEPA, copies of all Environmental Checklists and

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reports shall be circulated to the Squaxin Island Tribe and appropriate State and Federal agencies for review.

- (a) Environmental Checklist. No categorical exemptions shall exist within the SAMP. All Shoreline Conditional Permit applications shall include an Environmental Checklist.
- (b) Over-the-Water Needs Analysis. This analysis would demonstrate the need for the proposed development to be constructed over-the-water. This analysis would further demonstrate that options which would not require over-the-water construction are not reasonable and the use must be water-dependent, water-related, or water-enjoyment. The needs analysis is not intended to review uses, rather if it is necessary to construct a proposed use over-the-water.
- (c) View Protection Analysis. Identification of key views from the site and which views, if any, will be lost or impacted by the proposed development. This analysis shall also include alternative proposals which would eliminate or mitigate view impacts.
- (d) Mitigation and Enhancement Plan. Description of the Mitigation and Enhancement Plan is outlined in Section 5, Use Regulations and Review Criteria, b(10)(c), of this document.

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VI. MANAGEMENT UNITS--POLICIES AND REGULATIONS

The policies, regulations, and standards in this section apply only to the individual Management Units within which they are described. These policies apply in addition to Section 4, "Overall Policies for SAMP", and Section 5, "Use Regulations and Review Standards", of this SAMP.

A. SAMP Management Unit Boundaries

The SAMP is divided into individual Management Units which were derived according to geographic and land use similarities. The Management Units contain policies and regulations that apply in addition to the overall policies and regulations that apply to the entire SAMP.

The Management Units are illustrated in Figure 10, of the Urban Waterfront Plan (see attached map).

The following legal descriptions mark the boundaries separating the Management Units. The letter descriptions below correspond with demarcations shown in Figure 10, of the Urban Waterfront Plan (see attached map).

- (1) The south line of Block 1 of Simenson's Subdivision of Block A, Sebree's Addition of Olympia, 1890.
- (2) The south line of East Bay Waterway extended westerly, as shown on the Fourth Supplemental Map of Olympia Tidelands, Auditor's File.
- (3) The south line of a parcel leased to Silverster, Inc. by the Port of Olympia as it existed in April 1990.
- (4) The north line of Corky Avenue ("C" Avenue) extended westerly.
- (5) East line of Deschutes Waterway.
- (6) Northwest corner of Deschutes Waterway, approximately 800' from the 4th Avenue Bridge right-of-way as it existed in July, 1990.

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- (7) Southern boundary of vacated Dickinson Avenue.
- (8) Northern edge of the West Side Waterway.
- (9) Olympia City Limits as of July 1, 1991 or as hereafter amended by annexation.

B. Management Units

(1) Lower East Bay Management Unit

(a) Purpose and Intent

The priorities in this Management Unit are to protect fish and wildlife habitat, to halt further environmental degradation of this area, and to retain existing open water and views of the Olympic Mountains.

To allow upland and limited over-the-water public access for recreation and tourist-oriented non-commercial development that has a minimal impact on the shoreline, tidelands, and bedlands of the Inlet.

(b) Policies

Because shallow water depth and degraded fish and wildlife habitat limit over-the-water development potential, waterfront development should occur on undeveloped upland, except for minimal non-commercial pedestrian piers. Open water and key views should be protected and retained.

Other over-the-water buildings or other structures should not be permitted in this Management Unit.

(c) Use Regulations

In addition to development and uses permitted in all Management Units, the following uses are permitted in this Management Unit:

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(i) Primary Uses

Non-commercial pedestrian piers.

(d) Development Standards

(i) View Access

Piers shall be designed to retain open water and be located to minimize view blockage of view corridors, which are mapped in Figure 9 of the Urban Waterfront Plan (see attached map).

(ii) Park Development

Piers shall only be developed as part of a public park.

(iii) Limitation on Dredging

No dredging shall be allowed to provide for development of pedestrian piers in this Management Unit. *This regulation supersedes and restricts dredging activities to a greater extent than Section 3, VI of the Shoreline Master Program for the Thurston Region.*

Dredging is permitted to improve marine habitat.

(2) Upper East Bay Management Unit

(a) Purpose and Intent

Marina services, public access, retention of the open water, and view protection (of open water and Olympia mountains) are priorities in this Management Unit.

To locate all future over-the-water development in this Management Unit south of the existing breakwater (northernmost pier) with the exception of a boat haul-out facility, which could be located anywhere in this Management Unit.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

To allow dredging necessary to clean up any toxic sediments in this Management Unit.

To provide for continued development of existing marina and pedestrian-oriented activities, water dependent commercial development, and to provide for a passenger ferry terminal if specific conditions can be met.

To allow existing over-the-water commercial water-enjoyment uses (such as restaurants) to remain and expand.

(b) Policies

- (i) Existing open water and key views should be protected and retained.
- (ii) Water-dependent commercial activities should be allowed.
- (iii) Marinas should be encouraged to expand within existing moorage basins where physical improvements are established, and in a manner which protects key views.
- (iv) New covered moorage should not be allowed in this Management Unit. New covered moorage will be re-considered for this management unit if it is determined through the Port's Strategic Planning Process to be publicly desirable.
- (v) Commercial boat haul-out and repair facilities should be allowed over-the-water to the extent reasonably necessary based on the intrinsic nature of the operation. Only minimal dredging should be allowed to accomplish the use.
- (vi) Non-commercial shoreline public access, including public pedestrian piers, docks, and landings, should be encouraged.
- (vii) A passenger ferry terminal may be allowed if special conditions can be met and specific impacts can be adequately mitigated.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

- (viii) Existing over-the-water commercial water-enjoyment uses to remain and to expand. No new over-the-water commercial water-enjoyment uses should be allowed.
- (ix) Dredging necessary to clean up any toxic sediments in this Management Unit, as specified in Section 4.h.(3) of this SAMP.
- (x) Provision of shoreline public access should be required of any over-the-water development. Refer to public access policies in Section 4, "Overall Policies for SAMP", f. "Public Access".

(c) Use Regulations

In addition to development and uses permitted in all Management Units the following uses are permitted in this Management Unit:

(i) Primary Uses

- a) Marinas, provided they are developed within the existing moorage basin.
- b) Commercial boat haul-out and repair, when:
 - 1) Only minimal dredge is required to accomplish this use.
- c) Pedestrian piers, docks and landings; provided that such development would pose no impediment to port cargo handling activities.
- d) Passenger ferry terminal, provided that there is:
 - 1) No impediment to port cargo activity;
 - 2) Protection of public health and safety;
 - 3) Connection to upland transit;
 - 4) No requirement for new dredging area in this Management Unit; and *This regulation supersedes and restricts Section 3, VI of the*

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

Shoreline Master Program for the Thurston Region.

- e) New covered moorage shall not be permitted in this Management Unit.
- f) Existing over-the-water water-enjoyment uses (restaurants), and expansion shall be allowed.
- g) Dredging necessary to clean up any toxic sediments in this Management Unit, as specified in Section 4, "Overall Policies for SAMP", h,(3) of this SAMP.

(ii) Accessory Uses

Uses that are clearly subordinate to, directly supportive of, and customarily incidental to the primary use or structure are allowed. Such uses include refueling and sewage pump-out facilities.

Other retail and restaurant establishments are prohibited.

(d) Development Standards

(i) Height

The maximum height allowed for ferry terminals is thirty-five feet (35') and 20 feet (20') for other uses, measured from the ordinary high water mark (ohwm).

(ii) Public Access

Provision of public access is required in any over-the-water development.

Quantity and quality of public access shall relate to the unique features of the development site. Refer to public access

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

requirements in Section 5, "SAMP Use Regulations and Review Criteria", d, 7.

(3) Port Terminal Management Unit

(a) Purpose and Intent

Priority should be given to marine industries and transportation in this Management Unit.

To provide areas for the Port of Olympia to develop and upgrade its water-dependent industrial facilities as necessary to support shipping and commerce, or for the development of a passenger ferry terminal.

Over-the-water construction (industrial and commercial) should be permitted to the extent that it is required to meet water-dependent needs.

To provide shoreline public access.

(b) Policies

(i) Water-dependent construction should be allowed over-the-water to the extent reasonably necessary to meet the needs of water-dependent uses (industrial and commercial) that cannot be accommodated upland.

(ii) A passenger ferry terminal may be allowed if special conditions and specific impacts can be adequately mitigated.

(iii) Provision of shoreline public access should be required in any over-the-water development. Refer to public access policies in Section 4, "Overall Policies for SAMP", f. "Public Access".

(iv) Covered moorage should be allowed in this Management Unit if associated with an upland water-dependent marine repair business, coverage is kept to a minimum, it is designed in an

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

aesthetically pleasing manner, and is demonstrated as key to the operation of the upland industry.

(c) Use Regulations

In addition to development and uses permitted in all Management Units the following allowable uses and activities are permitted in this Management Unit:

(i) Primary Uses

- a) Water-dependent industrial and commercial uses; provided the use cannot fulfill their necessary function upland.
- b) Passenger ferry terminal; provided that there is:
 - 1) No impediment to port cargo activity;
 - 2) Protection of public health and safety; and
 - 3) Connection to upland transit.
- c) New covered moorage; provided that:
 - 1) It is associated with an upland water-dependent marine repair business;
 - 2) The coverage is kept to a minimum;
 - 3) It is designed in an aesthetically pleasing manner; and
 - 4) Is demonstrated as key to the operation of an upland industry.

(ii) Accessory Uses

Uses that are clearly subordinate to, directly supportive of, and customarily incidental to a primary use or structure are allowed.

(d) Development Standards

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(i) Height

Maximum height allowed in this Management Unit is thirty-five feet (35') above ordinary high water mark (ohwm) for buildings, shelters, and containers. There is no height limit for outdoor conveyance and transfer systems.

(ii) Public Access

Provision of public access is required in any over-the-water development.

Quantity and quality of public access shall relate to the unique features of the development site. Refer to public access requirements in Section 5, "SAMP Use Regulations and Review Criteria", d., 7.

(4) Percival Landing Management Unit

(a) Purpose and Intent

To retain the open water and the protection of existing views of the open water and the Olympic Mountains are priorities in this Management Unit.

To provide for recreational and tourist-oriented development that focuses on pedestrian public access, transportation and small boat marine facilities.

To allow existing over-the-water uses (water-dependent, water-related, and water-enjoyment) to remain and to expand.

Because all existing marinas in this Management Unit are built out to the Outer Harbor Line, and no over-the-water development can expand beyond the Outer Harbor Line, existing marinas should expand by reconfiguring within existing moorage basins.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(b) Policies

- (i) The open space of water should be protected and retained.
- (ii) Key views of the open water and Olympic Mountains should be protected and retained.
- (iii) The completion and/or reconfiguration of existing marinas within existing moorage basins should be allowed in a manner that protects key views.
- (iv) Existing covered moorage should be permitted to remain; however, no new covered moorage should be allowed in this Management Unit.
- (v) A passenger ferry terminal may be allowed if special conditions can be met and specific impacts can be adequately mitigated.
- (vi) New over-the-water non-commercial water-enjoyment uses , such as piers, docks, and landings, should be allowed. All such new construction should include measures to improve public access and enhance fish and wildlife habitat.
- (vii) Expansion of boating clubs over decking permitted as of the date of the adoption of these amendments to the Shoreline Master Program. Existing commercial water-enjoyment uses should be allowed to remain and to expand.
- (viii) Provision of shoreline public access should be required in any over-the-water development. Refer to public access policies in Section 5, "Overall Policies for SAMP", f. Public Access.

(c) Use Regulations

In addition to development and uses permitted in all Management Units, the following uses are permitted in this Management Unit:

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(i) Primary Uses

- a) Marinas, including existing covered moorage.
- b) Non-commercial water-enjoyment uses, such as pedestrian piers, docks, or landings; provided that any expansion, reconstruction or modification of existing pedestrian public access shall be required to undertake habitat mitigation and enhancement efforts.
- c) Passenger ferry terminal; provided that there is:
 - 1) No impediment to port cargo activity;
 - 2) Protection of public health and safety;
 - 3) Connection to upland transit; and
 - 4) No requirement for new dredging area in this Management Unit.

This regulation supersedes and restricts the Dredging Section of the SMP (Section 3.VI).

- d) Expansion of boating clubs over decking permitted as of the date of the adoption of these amendments to the Shoreline Master Program.
- e) Existing over-the-water commercial water-enjoyment uses, and expansion of such uses. No new over-the-water commercial water-enjoyment uses should be allowed.

(ii) Accessory Uses

Uses that are clearly subordinate to, directly supportive of, and customarily incidental to the primary use or structure are allowed.

(d) Development Standards

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(i) Height

The maximum height allowed for ferry terminals is thirty-five feet (35') and twenty feet (20') for all other uses, measured from the ordinary high water mark (ohwm).

(ii) Public Access

Provision of safe public access is required in any over-the-water development.

Quantity and quality of public access shall relate to the unique features of the development site. Refer to public access requirements in Section 5, "SAMP Use Regulations and Review Criteria, d, 7.

(5) Port Lagoon Management Unit

(a) Purpose and Intent

This Management Unit contains a continuous area of nearshore shallow water salmonid habitat, which is critical to juvenile salmon as they migrate out of Capitol Lake into marine water. This habitat is also of critical importance due to its limited area. Therefore, habitat protection is the highest priority in this Management Unit, and over-the-water development should be very limited.

To provide for vehicular and pedestrian bridge access across the mouth of the Deschutes River and for continued rail access to the West Bay Industrial Area.

To protect the habitat quality in the existing Port-owned wildlife lagoon.

To permit limited over-the-water pedestrian shoreline public access.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(b) Policies

- (i) Priority should be placed on the continued health and viability of salmonid habitat in this Management Unit.
- (ii) Improvements to existing bridges, or construction of new bridges along the 4th and 5th Avenue corridors should be permitted and should include pedestrian as well as vehicular facilities.
- (iii) Protection of the wildlife habitat of the lagoon and operations of the rail line should take precedence over other potential uses of the area, such as pedestrian public access.
- (iv) Limited over-the-water public access along Budd Inlet should be permitted east of the railway provided it does not hinder fish, wildlife, or railroad operations.

(c) Use Regulations

In addition to development and uses permitted in all Management Units the following allowable uses and activities are permitted in this Management Unit:

(i) Primary Uses

- a) Transportation thoroughfares, as described in the Road and Railroad Design and Construction Section of the SMP provided the use cannot fulfill its necessary function upland. Safe pedestrian facilities associated with the 4th and 5th Avenue Bridges are allowed.
- b) A pedestrian walkway along Budd Inlet East of the railway, provided that the use:
 - 1) Does not hinder wildlife in the lagoon;
 - 2) Does not hinder the operations of the railroad;
 - 3) Poses no threat to public health and safety; and

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

- 4) Conforms to the covenant of the U.S. Fish and Wildlife Conservation easement for the lagoon.
- c) To protect existing critical fish and wildlife habitat, no additional over-the-water uses are permitted in this Management Unit.
- (d) Development Standards
 - (i) Height

The maximum height allowed in this Management Unit is twenty feet (20') above the ordinary high water mark (ohwm) for structures, except for transportation thoroughfares, for which there is no height limit.
 - (ii) Public Access

Safe public pedestrian access across the mouth of the Deschutes River is required as part of any new or modified 4th or 5th Avenue Bridge construction.

Safe non-commercial public access may be provided except when to do so would adversely impact the wildlife lagoon, salmonid habitat or railroad operations, or if it would violate the U.S. Fish and Wildlife conservation easement for the lagoon.

Quantity and quality of public access shall relate to the unique features of the development site. Refer to public access requirements in Section 5, "SAMP Use Regulations and Review Criteria, d, 7.
- (6) West Bay Industrial Management Unit
 - (a) Purpose and Intent

Priority should be placed on the continued health and viability of salmonid habitat in this Management Unit.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

To encourage the continued viability of existing industry by prohibiting non-industrial uses over-the-water in this Management Unit.

To provide for water-dependent industrial development in a manner that is consistent with fish and wildlife habitat protection and enhancement, and to encourage transportation options that make water-related industry more water dependent.

(b) Policies

- (i) Over-the-water development should only be allowed when it can be demonstrated that it will not negatively impact the continuous nearshore shallow water salmonid habitat strip in West Bay which is critical to the Deschutes River and Percival Creek fish runs.
- (ii) Over-the-water development in this Management Unit should be devoted to industrial uses which maintain viability of existing industries and do not increase land use conflicts between industrial and non-industrial uses.
- (iii) Over-the-water construction should be allowed to facilitate water-borne transfer of products to and from the West Bay industrial area, particularly if these facilities make the water-related industries more water dependent.
- (iv) Safe public access should be required in any over-the-water development.

Provision of shoreline public access should be required in any over-the-water development. Refer to public access policies in Section 4, "Overall Policies for SAMP", f.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(c) Use Regulations

In addition to development and uses permitted in all Management Units, the following uses are permitted in this Management Unit:

(i) Primary Uses

a) Transfer facilities provided that:

- 1) Salmonid habitat will not be negatively impacted;
- 2) the facility will serve existing upland water-related uses to make them more water dependent; or
- 3) the facility will serve water-dependent industrial uses;
- 4) the facility cannot be provided upland;
- 5) public access and adequate upland parking will be provided.

(d) Development Standards

(i) Height

Maximum height allowed in this Management Unit is thirty-five feet (35') for buildings, shelters, and containers measured from the ordinary high water mark (ohwm). There is no height limit for outdoor cargo transfer systems.

(ii) Public Access

Provision of public access is required in any over-the-water development.

Quantity and quality public access shall relate to the unique features of the development site. Refer to public access

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

requirement in Section 5, "SAMP Use Regulations and Review Criteria", d, 7.

(7) Northern West Bay Management Unit

(a) Purpose and Intent

Priority should be placed on the continued health and viability of salmonid habitat in this Management Unit.

Because this Management Unit is north of the turning basin, the critical habitat area is larger than further south on West Bay. Because of the larger habitat area and greater water depths, over-the-water development policies and regulations should be less restrictive than in the Management Units to the south.

To provide for existing industry and new water-dependent industrial and commercial development in a manner that is consistent with fish and wildlife habitat protection, and to encourage transportation options for the community. Dredging for over-the-water development should only be allowed in this Management Unit after a Habitat Advisory Committee is established by the City.

To provide for non-commercial public access in a manner that does not adversely impact water-dependent industrial uses.

To allow existing commercial water-enjoyment uses to continue and to expand.

(b) Policies

(i) Over-the-water development should only be allowed when it can be demonstrated that adverse impacts on fish habitat can be appropriately mitigated pursuant to the best available scientific data to be reviewed by the Habitat Advisory Committee. If enhancement of fish habitat is possible, the City should consider possible planning or development incentives for such development.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

- (ii) Over-the-water development in this Management Unit should be devoted to industrial and commercial uses which maintain and enhance the over-the-water transfer of goods, services, or people.
- (iii) Over-the-water development should be allowed to facilitate water-borne transfer of products or people to and from the Northern West Bay Management Units if the over-the-water facility is water-dependent.
- (iv) Safe public access should be required in any over-the-water development.

Provision of shoreline public access should be required in any over-the-water development. Refer to public access policies in Section 4, "Overall Policies for SAMP", f. "Public Access".

- (v) Dredging to accomplish over-the-water development should only be allowed after the City establishes a Habitat Advisory Committee.

This policy supersedes and restricts the Dredging Section of the Shoreline Master Program for the Thurston Region (Section 3.VI).

- (vi) Existing commercial water-enjoyment uses should be able to continue and to expand.

(c) Use Regulations

In addition to development and uses permitted in all Management Units, the following uses are permitted in this Management Unit:

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

(i) Primary Uses

- a) Terminal transfer facilities for marine commerce and industry.
- b) Tug and barge facilities
- c) Marinas
- d) Boat launch facilities
- e) Marine construction, repair, and dismantling
- f) Passenger ferry terminals
- g) Public access piers and private and public docks
- h) Existing commercial water-enjoyment uses, and expansion of such uses

(ii) Dredging for Over-the-Water Development

Dredging to accomplish over-the-water development shall be prohibited until a Habitat Advisory Committee is established by the City of Olympia. (See Section 4, Overall Policies of SAMP, (i), and Section 5, Use Regionations and Review Criteria, (10) above.

This policy supercedes and restricts the Dredging Section of the Shoreline Master Program for the Thurston Region (Section 3.VI).

(iii) Accessory Uses

Uses that are clearly subordinate to, directly supportive of, and customarily incidental to the primary use or structure are allowed. Such uses include refueling and sewage pump-out facilities.

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Other over-the-water retail and restaurant establishments are prohibited.

(d) Development Standards

(i) Height

Maximum height allowed in this Management Unit is twenty feet (20') above ordinary high water mark (ohwm) unless extenuating circumstances require a taller development. Bulk should be minimized and limit view blockage. There is no height limit for outdoor cargo transfer systems.

(ii) Public Access

Provision of safe public access is required in any over-the-water development.

Quantity and quality of public access shall relate to the unique features of the development site. Refer to public access requirements in Section 5, "SAMP Use Regulations and Review Criteria," d, 7.

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

VII. DEFINITIONS

A. Accessory Use

A building, part of a building or structure, or use which is subordinate to, directly supportive of, and which is customarily incidental to that of the primary building, structure, or use on the same lot.

B. Enhancement

Measures taken which result in a net gain in the functions, values, and acreage of habitat in Budd Inlet.

C. Mitigation

Measures required to compensate for adverse impacts to fish and wildlife habitat such that the net effect is up to no net loss in habitat function, value, and acreage. Habitat enhancement may be necessary to achieve the required no net loss. Please refer to Section 5, item (10), for an in-depth regulation which establishes priorities for mitigation and enhancements.

D. Over-the-Water

The location of a structure or development above the surface of the water, including pilings, cantilevers, or floats. In Budd Inlet, that includes those areas waterward of ordinary high water mark.

E. Public Access

The physical ability of the general public to reach and touch the water, or failing that possibility, to be immediately over the water, and/or the ability to have a view of the water from upland locations.

F. Water-Dependent Use

A use or a portion of a use that cannot logically exist in any other location and is dependent on the water by reason of the intrinsic nature of its operation. Water-dependent uses include, but are not limited to:

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

- (1) Aquaculture
- (2) Boat launch facilities
- (3) Ferry Terminals
- (4) Hydroelectric power plants
- (5) Marinas
- (6) Marine construction, dismantling, and repair
- (7) Marine and limnological research facility
- (8) Private and public docks
- (9) Terminal and transfer facilities for marine commerce and industry
- (10) Water intakes and outlets
- (11) Log booming
- (12) Tug and barge facilities.

G. Water-Enjoyment Use

A recreational use such as a park, pier, or other use facilitating public access as a private character of these; or, a use that provides for passive and active interaction of a substantial number of people with the shoreline for leisure and enjoyment as a general character of the use, and which, through location, design, and operation assure the public's ability to interact with the shoreline. In order to qualify as a water-enjoyment use, the use must be open to the public. Most, if not all of the shoreline-oriented space in the facility, must be devoted to the specific aspects of the use that fosters shoreline interaction. Water-enjoyment uses include, but are not limited to:

- (1) Restaurants
- (2) Museums
- (3) Bicycle and walking trails
- (4) Boardwalks.

H. Water-Related Use

A use or a portion of a use which is not intrinsically dependent on a waterfront location, but whose operations cannot occur economically without a shoreline location or without close proximity to water-dependent uses. Water-related uses include, but are not limited to:

SECTION ELEVEN -- OLYMPIA SPECIAL AREA MANAGEMENT PLAN (SAMP)

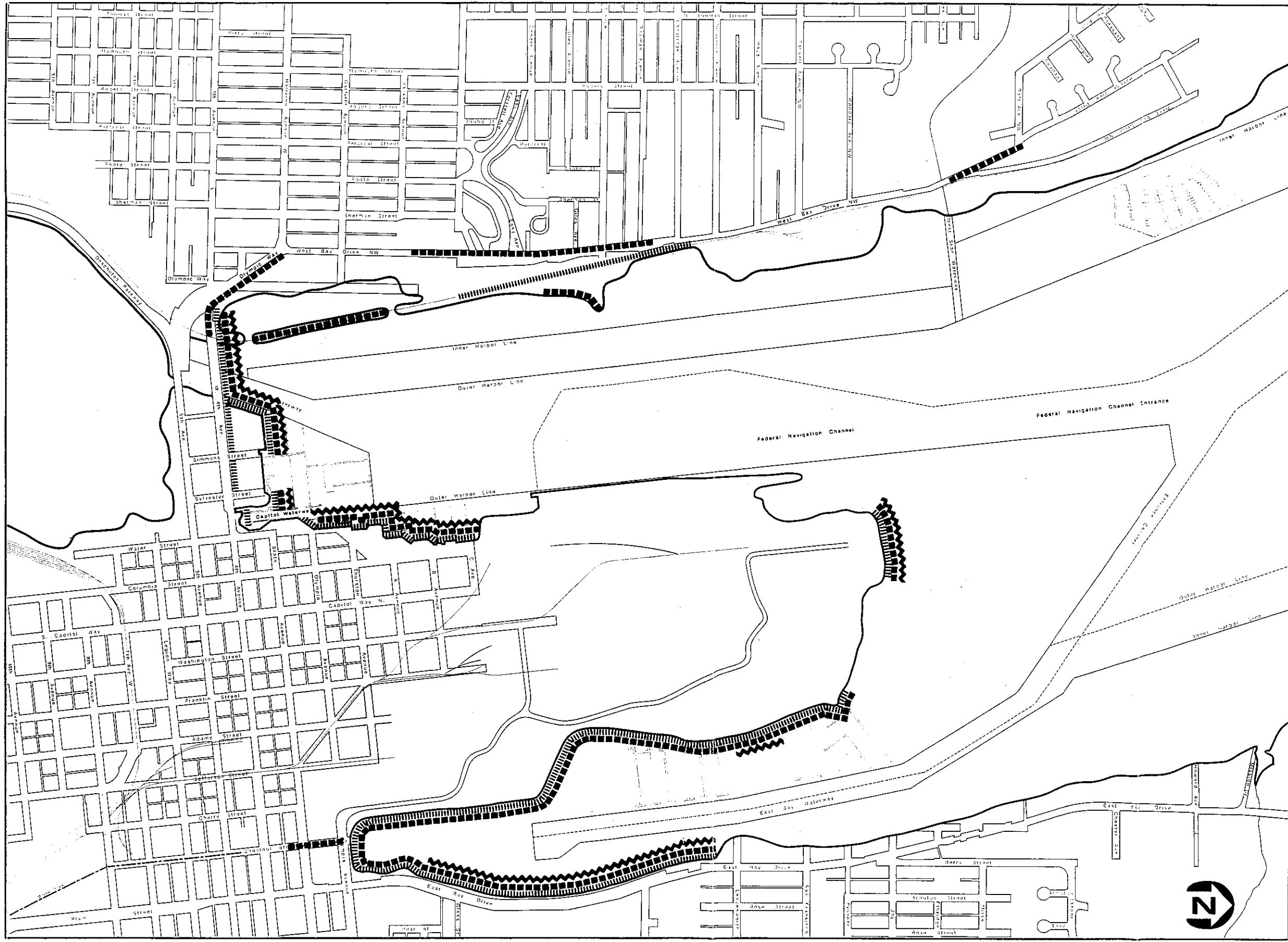
- (1) Warehousing and storage facilities
- (2) Support services and fish hatcheries
- (3) Seafood processing plants
- (4) Wood products manufacturing
- (5) Log storage
- (6) Watercraft sales
- (7) Boating supplies.

I. Unspecified Use

Uses which are not readily classified within an existing use or development category.

J. Conditional Use

A use which is classified as a conditional use or is not classified within the Shoreline Master Program for the Thurston Region.



VIEWS MAP




- 
 View of Budd Inlet
- 
 View of Capitol
- 
 View of Olympics

Figure 9

URBAN WATERFRONT PLAN

Legend

SHORELINE MASTER PROGRAM
THE THURSTON REGION

OLYMPIA SPECIAL AREA
MANAGEMENT PLAN

1 LOWER EAST BAY
MANAGEMENT UNIT

2 UPPER EAST BAY
MANAGEMENT UNIT

3 PORT TERMINAL
MANAGEMENT UNIT

4 PERCIVAL LANDING
MANAGEMENT UNIT

5 PORT LAGOON
MANAGEMENT UNIT

6 WEST BAY INDUSTRIAL
MANAGEMENT UNIT

7 NORTHERN WEST BAY
MANAGEMENT UNIT

a-i See descriptions in
SHORELINE MASTER
PROGRAM

AUTHOR'S NOTE:

See pages 307 and 308, where
a=(1), b=(2), c=(3), d=(4), e=(5),
f=(6), g=(7), h=(8), and i=(9)

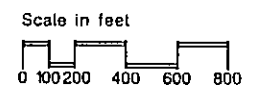
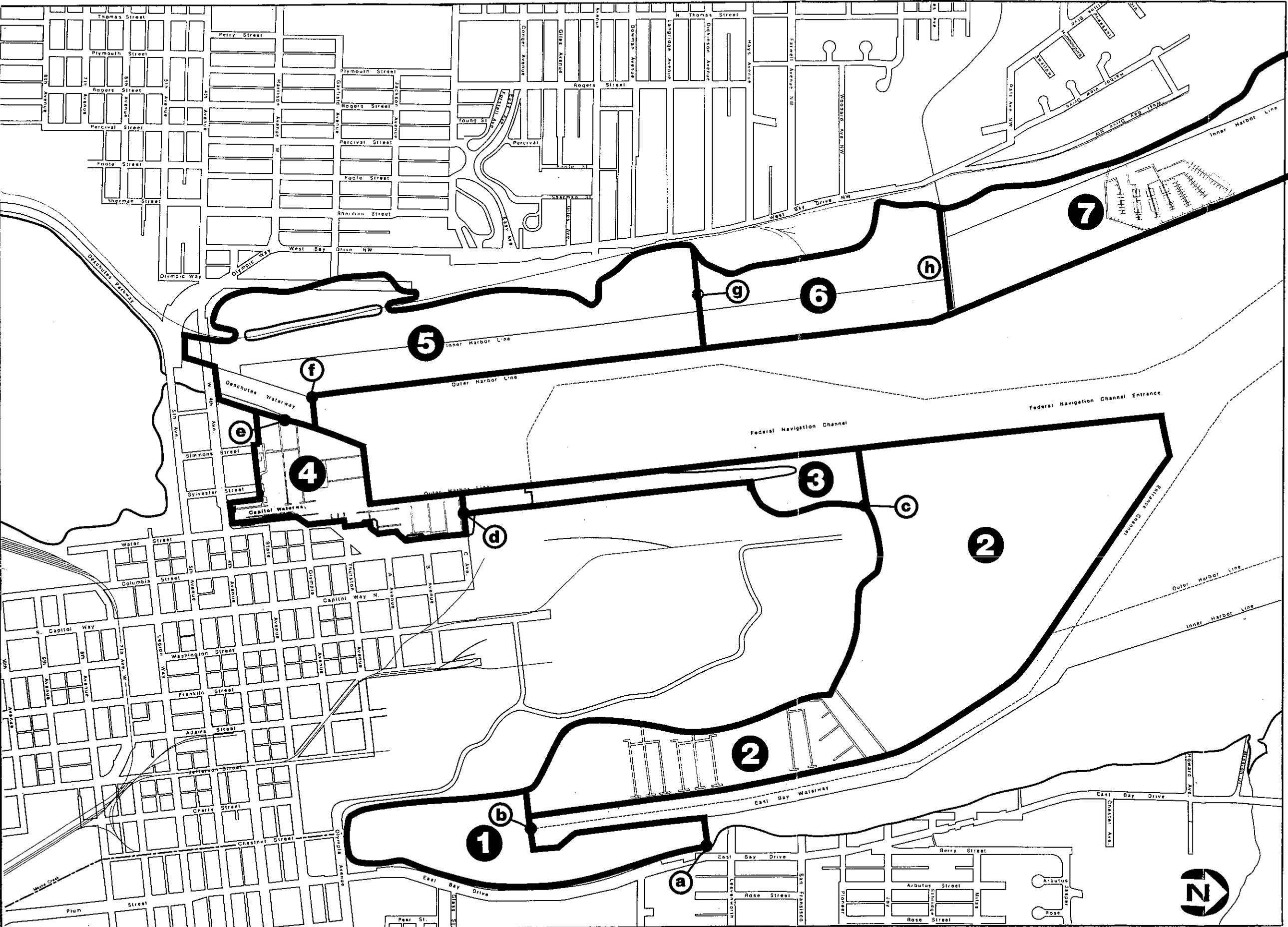


Figure 10



URBAN WATERFRONT PLAN