

**1988
PORT OF OLYMPIA
COMPREHENSIVE PLAN**

PORT OF OLYMPIA USA



PORT OF OLYMPIA
THURSTON COUNTY, WASHINGTON
COMPREHENSIVE PLAN

ADOPTED: July 19, 1988

RESOLUTION 88-12

Port of Olympia Commissioners:

W. L. Barclift, President
J. D. Wright, Vice-President
O. Ray Dinsmore, Secretary

Douglas P. Edison, Executive Director
Richard O. Malin, Director of Engineering and Planning

NOTICE OF ACTION
RCW 197-11-990

Notice is given under SEPA, RCW 43.21C.080, that the Port of Olympia took the action described in (2) below on July 19, 1988.

1. Any action to set aside, enjoin, review, or otherwise challenge such action on the grounds of noncompliance with the provisions of Chapter 43.21C RCW (State Environmental Policy Act) shall be commenced on or before September 3, 1988

2. Description of Agency Action: Adoption of the 1988 Port of Olympia Comprehensive Plan.

3. Description of Proposal (if not covered by (2)): See (2) above.

4. Location of Proposal: Port of Olympia, 915 North Washington Street, Olympia, Washington 98501.

5. Type of Environmental Review Under SEPA: Mitigated Declaration of Nonsignificance issued June 14, 1988.

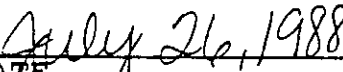
6. Documents may be Examined During Regular Business Hours at: The Port of Olympia, 915 North Washington Street, Olympia, Washington 98501.

7. Name of Agency, Proponent, or Applicant Giving Notice: The Port of Olympia.

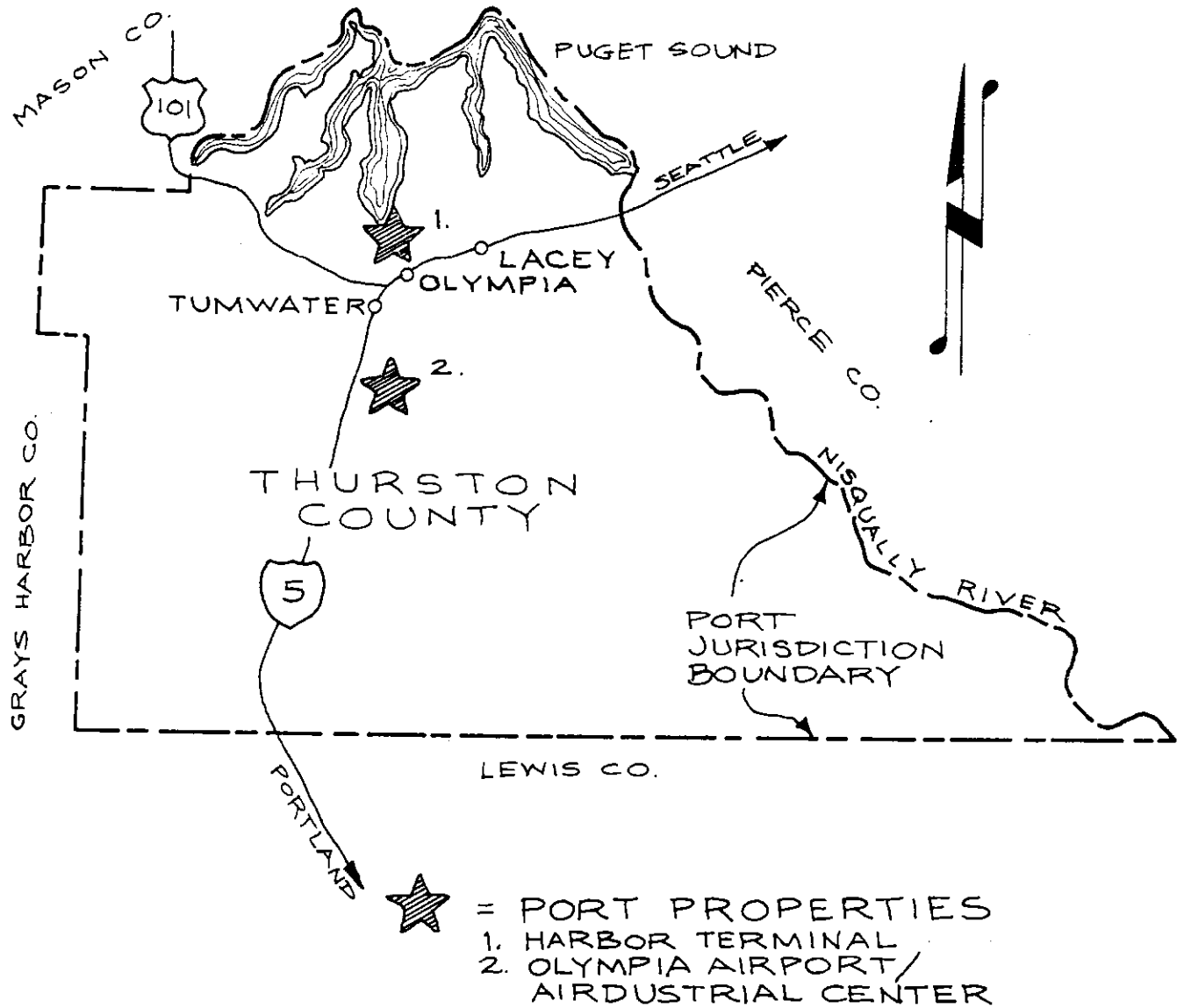
8. This Notice is Filed By: Owens, Weaver, Davies, Mackie Lyman & Phillips, Attorneys for Applicant.



Alexander W. Mackie



DATE



PORT JURISDICTION

PORT OF OLYMPIA



FIG. 1

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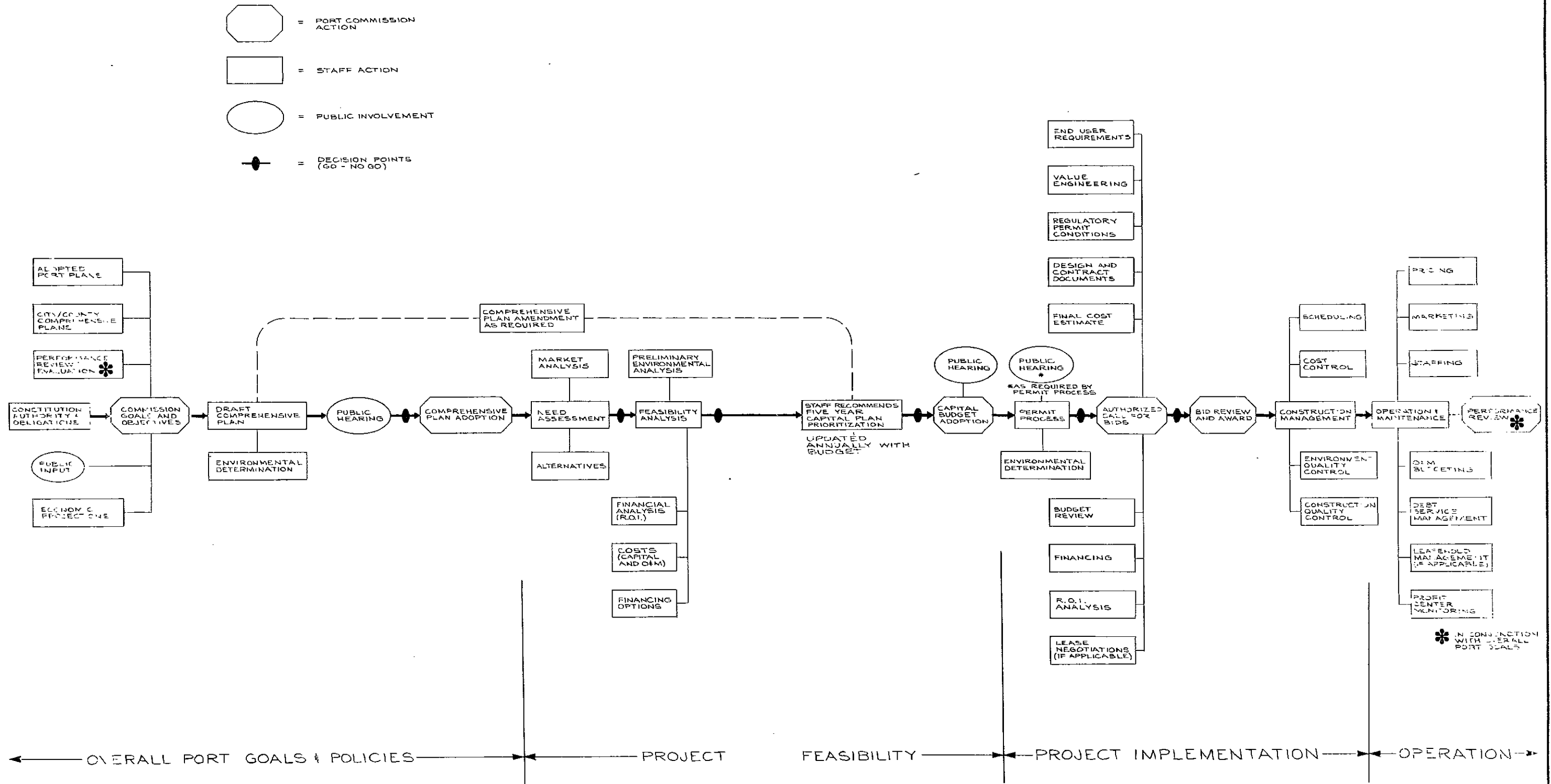
FOREWORD

It is the purpose of this plan to discuss and recommend a program of future utilization of land, water, financial, and human resources of the Port of Olympia's properties and its environs within its county-wide jurisdiction. It also provides for future action by the Port of Olympia Commission for development and improvement of properties consistent with goals and objectives contained in this plan.

The plan brings up-to-date the Port's present Comprehensive Plan and recognizes changing demands for utilization of the Port's resources, its harbor and airport properties.

The plan is based on the assumption that alterations to or improvements of such resources must be consistent with an overall comprehensive plan of the Port of Olympia properties and their environs. The plan will, from time to time and as needed, require analysis and change to best satisfy the needs of the Thurston County community and the Port of Olympia due to changing conditions of economy, population, and land uses as they affect Port properties and the Thurston County community.

The Comprehensive Plan is a broad, general statement of policy and interest. Its design is to communicate and elicit feedback from the community on how Port resources can and should be utilized in the fulfillment of a Port's statutory charter to promote commerce and economic development. This Comprehensive Plan is a framework only and should not be construed as an engineering or other project-oriented document. The following diagram describes the comprehensive planning process and its relation to project planning and actual construction of Port facilities.



* IN CONJUNCTION WITH OVERALL PORT GOALS

NO.	REVISION	DATE	BY	NO.	REVISION	DATE	BY

SCALE:	
DESIGNED BY:	DATE
DRAWN BY:	DATE
CHECKED BY:	DATE
APPROVED BY:	DATE

INTRODUCTION

- A. State law provides that all improvements to be made by a Port District shall be made substantially in accordance with a "comprehensive scheme (plan) of harbor improvements." The Port Commission in adopting this plan, has included all Port properties, not solely those on the harbor.

RCW 53.20.010 reads as follows:

Adoption of Harbor Improvement Plan. It shall be the duty of the Port Commission of any Port District, before creating any improvements hereunder, to adopt a comprehensive scheme of harbor improvement in the Port District, after a public hearing thereon, of which notice shall be published once a week for two consecutive weeks in a newspaper of general circulation in the Port District, and no expenditure for the carrying on of any harbor improvements shall be made by the port commission other than the necessary salaries, including engineers, clerical and office expenses of the Port District, and the cost of engineering, surveying, preparation and collection of data necessary for the making and adoption of a general scheme of harbor improvements in the Port District, unless and until the comprehensive scheme of harbor improvements has been so officially adopted by the Port Commission.

B. Plan Role

The Port of Olympia has prepared this Comprehensive Plan to ensure the orderly and efficient future development of its properties in accordance with the goals stated herein. Furthermore, it is the intent of the Comprehensive Plan to meet the following basic needs:

1. To provide a general description of the Port's development plans for current and future needs of the Port.
2. To provide a general guide to assist the Port in making long-range decisions on matters pertaining to development and operation of Port properties, as well as the acquisition or sale of properties.
3. To assist neighboring jurisdictions and the community in making decisions concerning lands which influence the Port's activities.

C. Plan Function

It is the intent of the Port of Olympia, in adopting this plan, to provide a general guide for development of properties, as well as to serve as a guideline for the preparation of more specific and detailed plans of properties and/or projects. This Comprehensive Plan is adopted with the intent that additions and modifications, as provided by law, will permit the plan to remain at all times a useful and up-to-date reference in assisting public and private decisions relating to the development and operation of the Port of Olympia.

Certain provisions under existing laws permit the Port of Olympia to be involved in activities and developments outside its own political boundaries. Although none is contemplated in this plan, future activity may be undertaken with this Comprehensive Plan serving as a guide and the details of such activity could be incorporated by reference as part of this plan. Some of those activities could include, but are not limited to: operating a utility with an adjoining jurisdic-

tion or with a private utility, operating a rail system, joining with other Ports in establishing a foreign trade zone or creating a subsidiary export trading company. In preparing this plan, it is intended that the Port not overlook ideas and capabilities which today have no application but which may be beneficial in the future. By legislative design, Ports are flexible, responsive, municipal corporations, and this plan is expected to reflect that business trait.

MISSION STATEMENT AND PORT GOALS

A. MISSION OF THE PORT: To provide facilities and services for land, air and water-borne commerce, for pleasure craft, aircraft, and industrial and commercial development to enhance the job opportunities and economy for benefit of the residents of Thurston County.

B. Goals

1. To periodically review current and reasonable future demands for the use of land and water resources of the Port's properties, as well as adjacent properties. Public involvement shall be an important element of such review.
2. To determine uses of the Port's properties that will best serve the economic needs of the County and interests of the community.
3. To establish development plans that will accommodate those uses in a manner that is orderly, efficient, economic, and mutually compatible.
4. To acquire, develop, construct, operate, and maintain capital improvements and develop compatible commercial, industrial, and recreational facilities on the uplands, tidelands, and in the waters of Thurston County and Puget Sound.
5. To encourage, foster, and adopt appropriate ordinances, regulations, and administration over Port-controlled lands, waters, and airspace of Thurston County.
6. To manage lands, waters, and airspace within the Port's jurisdiction, exercising sound discretion, in order to assure that the Thurston County community receives a fair direct and indirect rate of return on the Port's investments.

7. Whenever possible, encourage and assist private investment for development of commercial, industrial, and recreational facilities. If private investment is not feasible, and it is in the public's interest, the Port will conduct such development with Port resources.
8. Be knowledgeable of the technological changes which affect Port operations and how response to change affects the community.

C. Goal Implementation

It is the intent of the Port of Olympia, in order to implement its stated goals:

1. To own, acquire or lease lands, property, property rights, leases or easements necessary for its purpose.
2. To construct, purchase, acquire, condemn, add to, maintain, operate or lease warehouses, elevators, grain bins, cold storage plants, conveyors, administration buildings and buildings for handling, packaging, storing and transporting of freight, water, rail, vehicle or air transfer and terminal facilities; transfer handling, storage and terminal facilities; and improvements relating to industrial manufacturing activities within the Port District.
3. To improve its properties by developing them for lease, sale, trade or public use for industrial, commercial, and governmental purposes and public access.
4. To make available public recreational facilities when such facilities complement industrial and commercial activities of the Port and can provide an economic return or social benefits.

5. To make available public access to Port property when such access complements recreational facilities or provides public enjoyment of waterfront activities without endangering the public's health or safety or interfering with Port maritime operations.
6. To initiate and carry on plans, studies, research, utilizing public input, etc., required for the proper development, improvement and utilization of all Port property, utilities and facilities. To make such expenditures as are necessary for such purposes and for the promotion, advertisement, involvement and development of such properties, utilities and facilities.
7. Support environmental studies on water quality, dredging and dredge disposal, and other environmental subjects affecting Budd Inlet.
8. To work with local, state and federal agencies, community representatives, other Port Districts and operators of terminal and transportation facilities and services for the proper development and furtherances of the goals stated in this plan.
9. To work with state and local governments to coordinate and integrate plans and systems for transportation and recreational facilities.
10. To create industrial development districts within the Port District and serve as their governing body in accordance with RCW 53.25.
11. To issue local improvement bonds and fund such from local improvement assessments in accordance with RCW 53.080.50, which governs local improvement districts.

12. To acquire property for purposes of industrial development or other authorized Port activities.
13. To sell or trade Port-owned buildings and improvements, whether real or personal, as part of a comprehensive program to finance the further use and development of Port property.
14. To sell and convey any of its real or personal property which is no longer needed for Port District purposes. The Port will not sell land of irreplaceable value nor land within the Airport which is restricted by deed.
15. To participate in civic, professional, business, and community associations in order to promote Port goals.
16. To issue general revenue and obligation bonds, warrants, notes, industrial development bonds and other allowable financial instruments in order to finance programs, studies and capital improvements for the fulfillment of the Port's goals.
17. To create and administer a foreign trade zone and export trading company to stimulate the movement of commerce through the community if opportunities evolve to use these institutional tools.
18. To levy taxes to raise equity for capital improvements, but to avoid financing general and administrative expenses. Work toward eliminating the need to levy taxes for any Port activities.
19. To create and administer the Port of Olympia Economic Development Corporation for the purpose of utilizing federal and state tax incentives for the promotion of the district's economy and the creation of new jobs.

20. Maintain and update plans such as Pollution Contingency Plans for Oil Spill and Hazardous Waste Control and Clean Up, to assure the Port has adequate responses to emergencies.

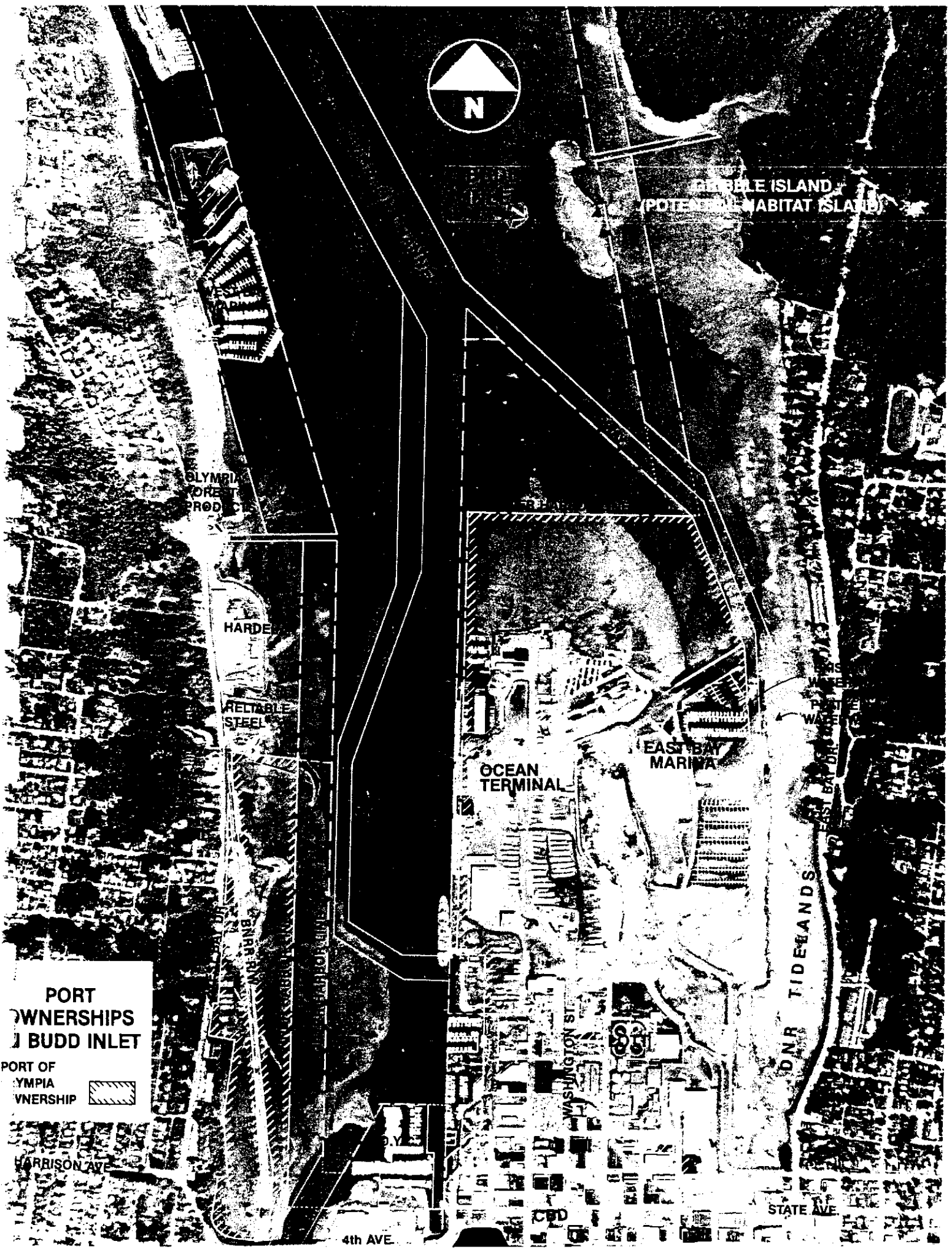
PORT OF OLYMPIA PROPERTIES

The Port of Olympia owns approximately 1,650 acres of land in Thurston County. The Port's properties are divided into two industrial and commercial development areas. Both areas have received extensive attention from the Port's Commissioners and staff in planning and developing for industrial, commercial and recreational purposes. The harbor area has evolved under Port ownership since its founding in 1922. The Airport and majority of industrial area was acquired by the Port in 1964-65.

A. OLYMPIA HARBOR

The Olympia Harbor Port ownership consists of approximately 200 acres. Its harbor property is located on Budd Inlet at the southernmost end of Puget Sound. The majority of the Port property takes the form of a peninsula which was constructed northward from the commercial downtown district of the City of Olympia. Much of the City of Olympia's commercial center was constructed on tidelands filled in the first part of the century. Though Budd Inlet surrounds the peninsula on three sides, the area is generally described as the West Bay and East Bay portions of the Inlet. Refer to location maps for details.

The Washington State Constitution mandates that shorelines within the State be utilized for commerce and navigation as the first and highest priority. Other "water-dependent" and "water-related" uses are permitted as less desirable alternatives. The role of Washington State in international trade is dramatically increasing. Budd Inlet has been a hub of water-borne commerce since long before discovery and settlement by early English and American traders. That trade continues and is increasing both for domestic and international exchange.



12a. FIG. 3

1. Peninsula

The main focus of Port activity in the harbor is on the peninsula. This area encompasses approximately 111 acres and is dominated by an international shipping terminal principally involved in the loading and unloading of ocean vessels on the west shore of the harbor peninsula, refrigerated and general warehousing and industrial plants. The east side of the peninsula, described below, is predominantly public access, recreational waterfront.

The West Bay Harbor has been provided with a dredged entrance channel and turning basin of 30 feet at mean lower low water (MLLW) under a federal construction project. This dredged channel allows the transit of ocean vessels to and from the cargo terminal. A wharf, over 2,000 feet in length and originally designed for four berths is now capable of handling two modern ships simultaneously. Some 640 feet of the wharf, the remaining section built in 1933, is due for immediate replacement. Upon reconstruction, the terminal will again be prepared to service three vessels simultaneously. A fourth berth constructed as a finger pier is currently unusable and will be replaced sometime in the future.

The terminal is served by immediately adjacent, open-air storage of 49.2 acres on the peninsula, covered storage of approximately 118,000 square feet and refrigerated warehouse space at 137,000 cubic feet. The terminal is also served by truck, rail, and water transportation facilities.

Current and potential land uses and acreages on the Port peninsula are listed as follows:

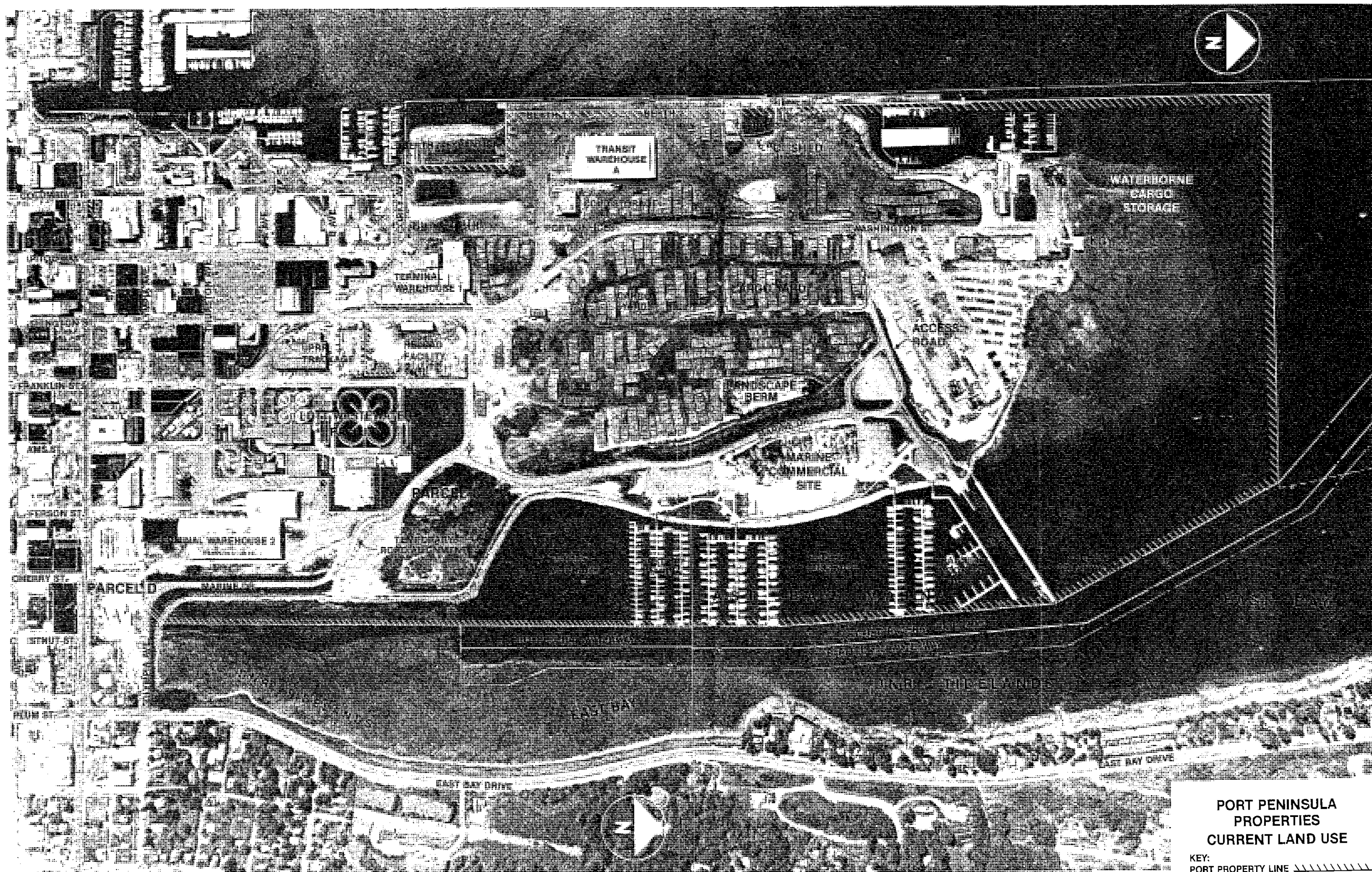
PORT PENINSULA

<u>Land Use</u>	<u>Current Useable Acres</u>	<u>Potential Useable Acres-1995</u>
Wharf (150' wide apron area utilized for cargo loading and handling at shipside)	6.4	12.0
Cargo Yard (Area devoted for marshalling and storage of cargo)	49.2	75.7
Roadway and Railroad (Includes Washington St., "D" Avenue and North Marina Access Road)	6.2	6.2
Land currently unavailable for use (McFarland Cascade site)	13.5	N/A
East Bay Marina Upland (Parcels A and B)	19.7	19.7
East Bay Marina Commercial (Includes Parcels C and D and Terminal Warehouse #2)	21.8	21.8
Administrative/Operations (Includes Port Office, Equipment Shop and Facilities Maintenance)	3.3	3.3
Warehouses (Includes immediate area around Terminal Warehouse #1, and Transit Warehouse "A")	6.3	3.4
Leased Areas (In excess of 1 year) (Includes KGY, Justa Cafe, Ebb Tide Inn and WTD Reload Facility)	<u>4.8</u>	<u>4.8</u>
TOTAL	131.2	146.9

Footnotes:

- 1 includes potential Berth 4 and Berth 1 extension
- 2 includes McFarland site, Berth 4 landfill, and Warehouse #1 site
- 3 assumes McFarland site would be available for cargo yard use by 1995
- 4 assumes removal of Warehouse #1 by 1995

Most of the properties on the peninsula are zoned "Industrial." Some parcels on East Bay are zoned "Central Waterfront District."



**PORT PENINSULA
PROPERTIES
CURRENT LAND USE**

KEY:
PORT PROPERTY LINE

2. West Bay

On the West Bay side of the harbor, the Port's ownership consists of 40.8 acres and 3,900 feet of frontage along the west shore of West Bay, from the 4th Avenue Bridge to Dickinson Street on the north. The Burlington Northern right-of-way, totaling 6.2 acres transacts Port property, and State harbor areas total 5.8 acres.

West Bay Ownerships

Port upland	7.7 acres
Port tideland	33.1 acres
Burlington Northern Right-of-Way	6.2 acres
State harbor area	<u>5.8 acres</u>
TOTAL	52.8 acres

Land Use:

The majority of the property is zoned "Industrial" except for a portion to the south, which is designated "Professional Office/Residential Multi-family." Virtually all of this latter area has been dedicated by easement as a Port-owned fish and wildlife preserve in cooperation with the U.S. Department of Fish and Wildlife.

3. East Bay

The East Bay of Budd Inlet has been, under a project commenced in 1982, reclaimed from its degraded state as a sewer and storm water outfall and defunct industrial site. By dredging and filling, 54 acres have been created for multiple public uses. The new property offers a mile of public access to Puget Sound, public park and open space, and recreational boating facilities both for the general public and tenants of the Port's marina.

Land Use:

Acreage has been developed for private, commercial investment under the "Central Waterfront" zoning classification. In concept, the design intent of East Bay is similar to the mixed-use, public and private development of the various Percival Landing segments. Additional gravel fill is needed in several areas to bring the silt dredge spoils up to elevation and strength for construction.

B. AIRPORT

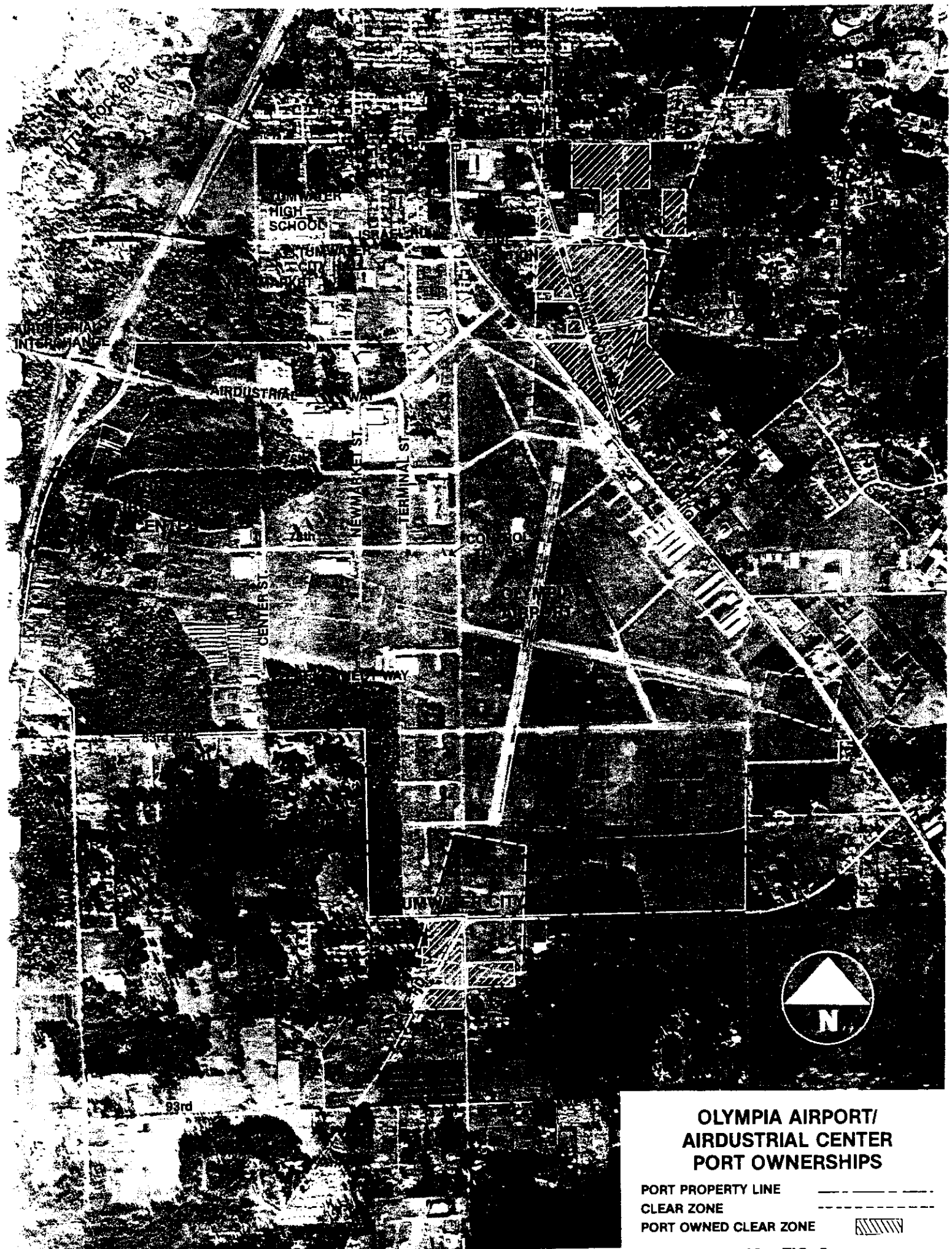
1. Olympia Airport

The Airport, including the Thurston Airdustrial Center occupies approximately 1,400 acres and was annexed into the City of Tumwater in 1987. The facility offers two hard-surfaced runways, a network of taxiways, FAA Air Traffic Control Tower, an Instrument Landing System, a complex of two Port-owned hangars, plus several service buildings and room for airport expansion. Companies specializing in aircraft rentals and sales, charter flights, pilot instruction, and aircraft maintenance are headquartered here. Facilities are available for scheduled airline passenger service operations.

In 1980, the Port Commission adopted the Olympia Airport Master Plan. This Plan presents an analysis of the current conditions, forecasts of trends in aviation usage, and a 20-year plan to designate development which will keep the Olympia Airport responsive to the needs of its public. The FAA has indicated that funding for a review of the Master Plan may occur in 1988.

2. Thurston Airdustrial Center

The Airdustrial Center is located within the Olympia Airport property and takes up approximately 816 acres. A master plan for the development of the Center was adopted in July 1982, and provides a development guide for the property. Through a coordinated effort with the City of Tumwater, the Port Master Plan



**OLYMPIA AIRPORT/
AIRINDUSTRIAL CENTER
PORT OWNERSHIPS**

PORT PROPERTY LINE ———
CLEAR ZONE - - - - -
PORT OWNED CLEAR ZONE 

has been integrated into and accepted as part of the City's growth plan.

Land Use:

The land uses within the Airport/Airustrial Center are briefly described as follows:

a. Light Industrial

The non-retail manufacture, processing, assembly, repair, distribution, storage, servicing or sale of services, goods or products and other activities not intended to serve the ultimate consumer directly.

b. Air-Oriented Light Industrial

Light industrial uses that require access to runways, easy access to a fixed-based operator, or access to commercial air cargo or passenger terminals.

c. General Aviation

Includes aircraft service and repair, air taxis or charters, flight instruction, agricultural applications, personal and corporate aircraft use and hangarage facilities.

d. Airline Services

Includes scheduled airline and commuter air service.

e. Government Aviation

Includes facilities and aircraft operated by various local, state and federal agencies, including military operations.

f. Terminal Center

A passenger and air cargo terminal that will be readily accessible to all portions of the Airustrial Park and surrounding communities. The terminal should provide a pleasing entrance to the aviation portion of the center and may include eating areas, overnight accommodations, meeting rooms, and areas for the Port's real estate development and managerial offices.

g. New Business Area ("Incubator Space")

Property located, designed and marketed so as to encourage the start up and growth of new businesses. Businesses that thrive in the incubator space will be encouraged to develop larger facilities of their own within the industrial park area.

h. Retail Commercial

Highway or aviation-related retail uses such as hotels, motels, restaurants, service stations, convenience stores, banks.

i. Offices

Includes corporate headquarters, governmental agency offices, private business offices, either free standing or in common structures.

j. Agricultural

Raising of trees or farm crops and nurseries within aircraft hazard areas and infield areas, in accordance with Port and FAA regulations.

k. Amenities and Support Facilities

Postal substations, municipal services, parks and open space, parking facilities and employee services.

PROGRAMS

A. HARBOR DEVELOPMENT

1. Ocean Terminal

Responding to the evolution of vessels, the Thurston County community determined in 1922 that it would remain an ocean port. This required a deep draft cargo terminal to serve the region's shipping industry. The community invested in and created (with federal assistance) the existing navigational channel and turning basin, along with fronting land area and terminal facilities. These are now, in part, made obsolete by changed technology in handling and transporting of modern cargoes and the age of the facilities.

Forest products will continue to provide the major source of outbound ocean tonnage through the Port in the foreseeable future. Changes can be expected, however, in the form in which products are shipped and received and in the method of storing, processing and handling. A number of changes can already be identified. The size of ships has increased substantially since World War II, when 6,000 to 8,000 ton ships and multiple Port calls for small quantities of cargo were still common.

After the war, economy of operation required larger ships and fewer Port calls for larger volumes of cargo. More terminal space became necessary in order to store and handle these larger volumes. In more recent years, advancing technology and the continuing need to affect economies in operation have resulted in still larger and more specialized ships, carrying 18,000 to 24,000 tons or more of cargo. The largest ship to call through the mid-80's had a capacity of 47,000 tons. More terminal space--30 acres or more per berth--is the "rule of thumb" requirement to service modern vessels.

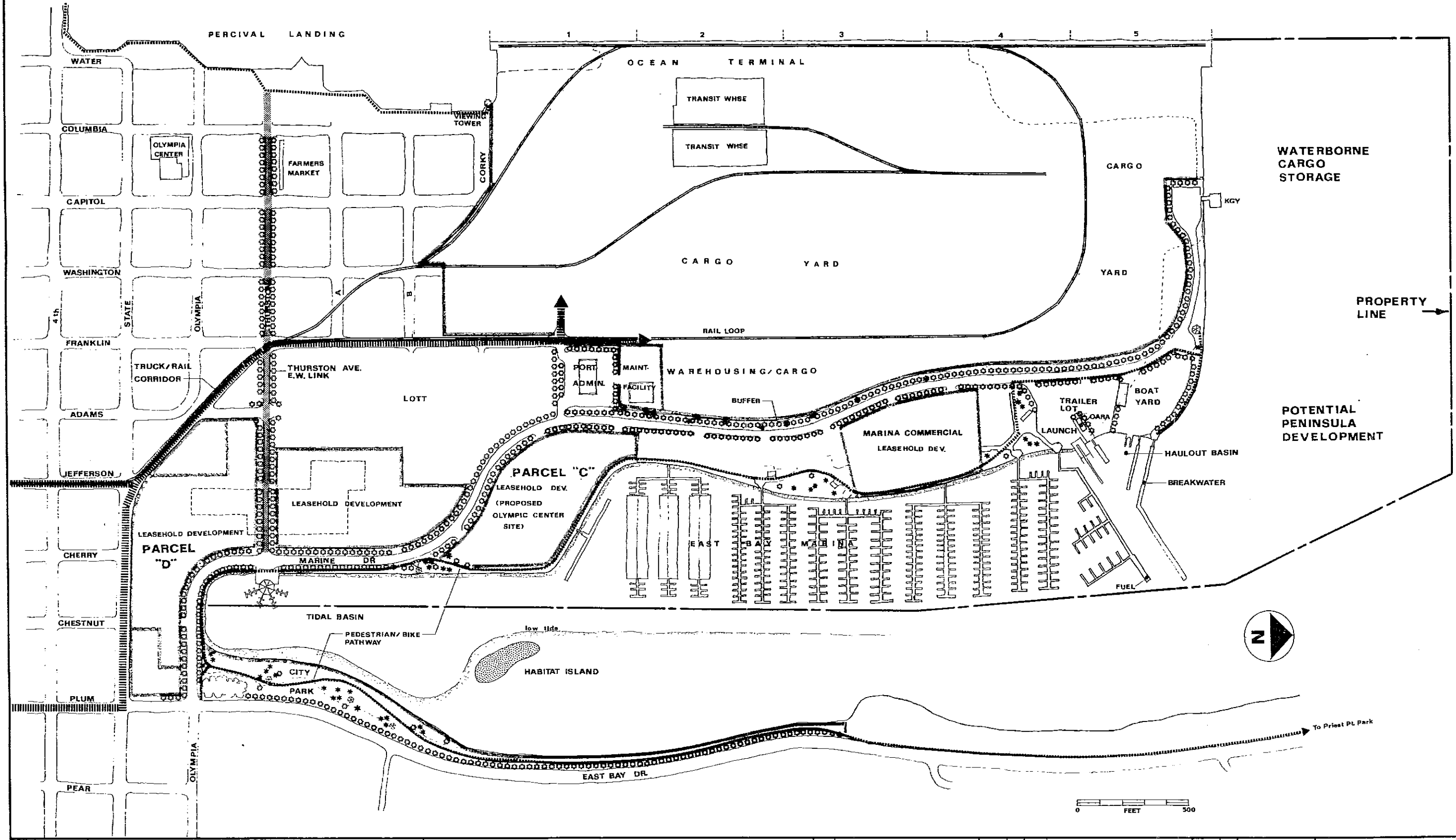
The wood products industry utilizes a self-sustaining resource, the result of timber management on federal, state, and private timber lands. Wood products will continue to be exported, although not necessarily as logs exclusively. The Port is handling increasing amounts of dimensioned lumber. Additional industries, such as Japanese-standard sawmills, wood chip plants, veneer plants, and other wood products industries are coming on-line in the area. The Port of Olympia, with modern facilities and adequate backup space, will serve the needs of the region for a constantly changing forest products industry.

Additionally, the Port of Olympia will continue to encourage marine commerce in other commodities, most predictably agricultural and mineral products. The development of facilities and the maintenance of flexibility in the use of these facilities to meet the future is essential to the economic well-being of Thurston County.

The Port will continue to expend substantial effort towards market development. Marketing programs will include research, travel, utilization of consultants and representatives and the production of necessary promotional materials. Port staff may engage, for example, overseas agents to extend the effort to offshore markets.

The harbors, waterways, navigation channels, turning basins and berth areas will continue to be developed, enlarged, deepened, and relocated as necessary to provide safe navigation and berthing for ocean vessels.

Cargo area is being and will be continually developed in the harbor to handle broad ranges of bulk and general cargo and to meet the demands of present and future import and export commerce.



PORT OF OLYMPIA

CONCEPTUAL LAND USE PLAN
PORT PENINSULA

NO.	REVISION	DATE	BY	NO.	REVISION	DATE	BY

SCALE:	DESIGNED BY:	DATE:
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DRAWING NO.
FIG. 6
20a

Existing terminal facilities will continue to be upgraded by reconstruction and renovation to meet anticipated loads, traffic, and special requirements for the Port industry.

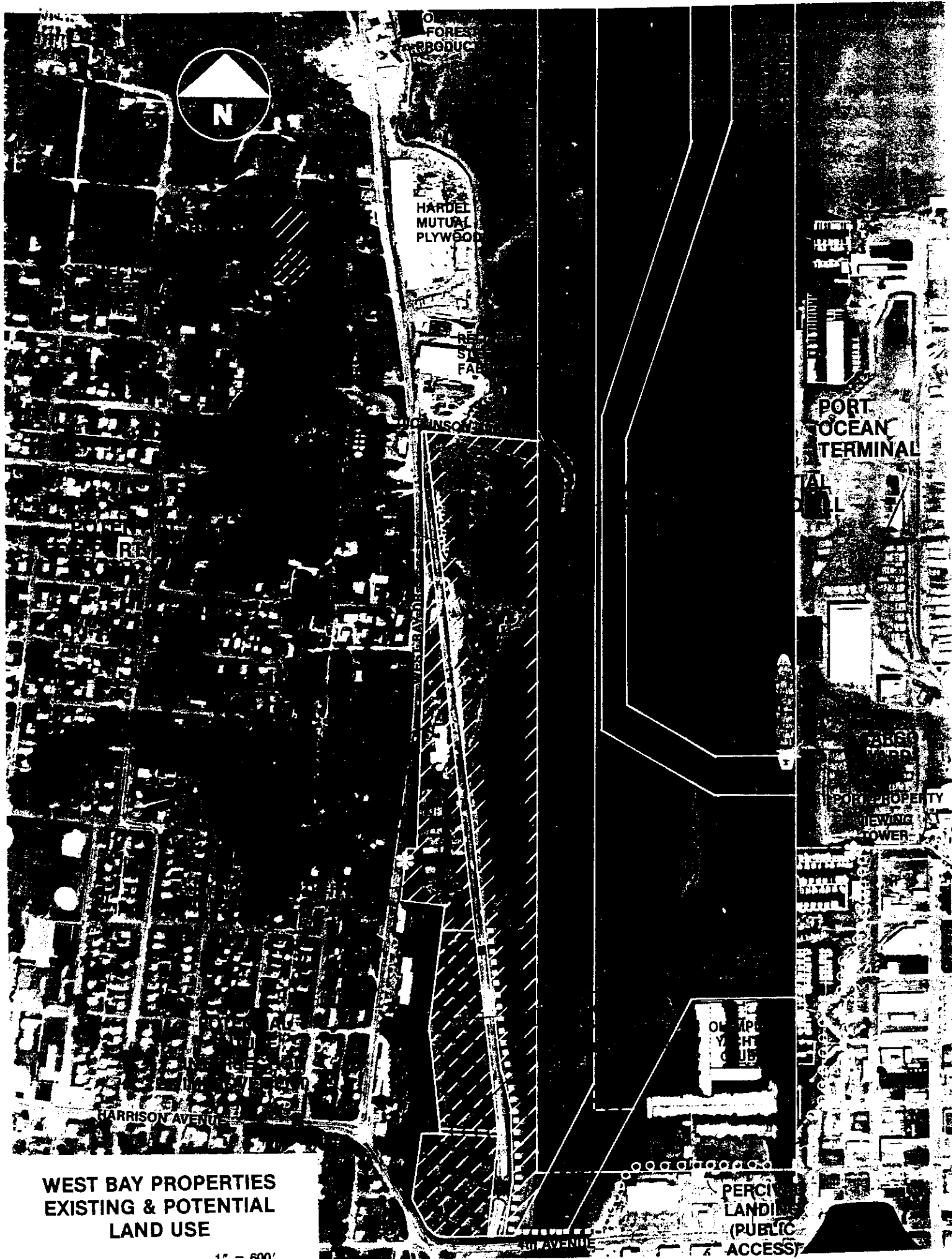
Flexibility will be maintained in the use of berths and cargo space to meet the changing demands of vessel design, handling methods, and commodities. The Port will make frequent assessments of cargo opportunities and requirements for cargo handling. Bulk and mechanized handling and loading methods, unitized cargo, lift-on, roll-on, LASH and mechanical conveyance, container and barge landing facilities are all viable options to be considered.

Additional berthing and shoreside backup facilities for any or all of these requirements will be developed as market and technology may dictate in the future.

2. West Bay

Waterfront industry is an important economic element in Thurston County. The West Bay shoreline has historically been utilized for such purposes and public ownership should continue in support of water-dependent transportation and industry. The Port shoreline, naturally buffered from less compatible upland residential use, is served by railway, and fronts on a defined harbor. More efficient and attractive use of this frontage can be accomplished by deepening the land area into the tidelands toward navigable water. It is the Port's intent to develop this property in accordance with the Shoreline Master Program and applicable laws for development of the waterfront and harborlands.

That portion of the West Bay shoreland fronting on the ship-turning basin lends itself to ship or barge berthing served by rail access on a 24-acre site. A new industrial roadway paralleling a portion of the railroad on the West Bay



shore or the improvement of the Harrison-West Bay intersection could provide more orderly truck traffic routing to existing and future industry. Additional industrially zoned waterfront land maybe acquired by the Port as the land moves into transition or the present use is no longer viable to the present owners.

The Port Commission feels strongly that the economic vitality of the working harbor must be maintained. The Commission supports continued efforts to create a transition zone along West Bay Drive and the residential uses on the bluff overlooking West Bay.

The Port Commission realizes not every maritime activity will fit on this site. The factors noted above make the property attractive for industrial use. At the same time, there are legitimate concerns and fears regarding conflicts from residential-industrial encroachment. Therefore, site specific master planning will have to focus on what is achievable as opposed to what is possible.

In general, the Port would endorse water-dependent industrial and transportation activities which have the following characteristics and could assist the Port in accomplishing its objectives:

- * Enhance local participation in domestic and international commerce or priority shoreline uses.
- * Operate during reasonable hours in relation to any resultant noise, traffic or other environmental considerations.
- * Utilize vessel drafts of less than 30 feet.
- * Utilize intermodal transportation advantageously between water and rail.
- * Have permanent structures designed to minimize visual impacts.
- * Lend themselves to multiple uses or multiple users.

- * Represent, in the case of facilities investment, long-term commitments and stability.
- * Further the Port's progress towards cargo diversification.

Filling Port-owned property on the West Bay shoreline provides a reasonable, cost effective location for dredge spoils provided they meet environmental standards for shoreside placement. New developments will certainly require additional fill in the West Side. Any new fill in this area shall be designed to reduce the intrusion in Budd Inlet where possible.

Fill for new uses shall be used where upland alternatives on Port property are not reasonably available and the uses are priority uses under the State of Washington Shoreline Management Act (RCW 90.58).

The Port has identified an area of potential fill sites, as depicted in Figure 7. The size, shape and timing of any specific fill project will be subjected to review to determine whether the project meets Shoreline Act and other standards in effect at the time of the development.

Portions of the Port's West Bay property lend themselves to public access or possible integration with the City of Olympia's Percival Landing development. See Figure 7 for the area which might be integrated into Olympia's Percival Landing development. The Port will give due consideration to how such areas could be used for public access.

3. East Bay

The Port will continue to promote the properties collectively known as East Bay for private, commercial, recreational, and tourism development. In conjunction with this, the Port will either operate, lease, or sell the East Bay Marina, choosing the alternatives most suitable for the fulfillment of the over-

all goals of the Port. Commercial promotion will emphasize retail, marina and tourism related activities as well as general use offices. Future moorage will consist of a mixture of open and covered vessel storage.

Fill for new uses shall be used where upland alternatives on Port property are not reasonably available and the uses are priority uses under the State of Washington Shoreline Management Act.

The Port has identified an area of potential fill sites, as depicted in Figure 8. The size, shape and timing of any specific fill project will be subjected to review to determine whether the project meets Shoreline Act and other standards in effect at the time of the development.

The East Bay property will continue to be the Port's focal point for encouraging public access to Budd Inlet. It will be developed both by the Port and through private investment in a manner which assures aesthetic continuity along the shoreline.

The Port will continue to promote the integration of the East Bay esplanade plan with the City of Olympia's need to improve the East Bay Drive bicycle and pedestrian trail. The intent is that this shoreline, much of which is owned by the State Department of Natural Resources, will be developed for public park or other recreational usage.

B. Industrial Development

The Port of Olympia will continue to promote industrial development as its primary mission in Thurston County. By encouraging the development of commerce, industry, air, water, rail, and vehicle transportation, navigation, and recreation, the Port will create employment opportunities for Thurston County. The Port will expend public monies for the acquisition and development of lands and waters in Thurston County, the construction of facilities, and the promotion of their use.

1. Olympia Harbor

The Port will pursue marketing, land use planning, and construction programs to assure that Budd Inlet continues to be a working harbor for domestic and international commerce. The Port will work with other jurisdictions to assure transportation access to and from the public terminal.

Project-specific planning will conform to the requirements of applicable laws, regulations, and permits. The Port is cognizant of its Constitutional and legislative responsibilities to fulfill its mission with regard to the utilization of State and Federal waterways for navigation and commerce. In conducting its programs, the Port will recognize that the assets, the economic contribution from, and the use of those assets belong to the citizens of Thurston County in its entirety.

The Port encourages joint cooperative planning efforts with other municipalities.

The Port has invested in new road and rail systems, and will continue to plan for alternative access routes into the harbor area. The Port's internal road network is not designed for through traffic, as it is isolated on a peninsula and there is

a growing need to internally segregate ship terminal and private passenger traffic.

When planning for harbor access, the Port may consider all modes of transport and all combinations of intermodal linkage. These include water, air, rail, and surface street modes.

The Port will pursue opportunities for fuel docks and marine repair facilities to serve commercial and recreational marine activities in Puget Sound.

2. Airport and Airdustrial Park

As with the harbor properties, the Port will actively promote utilization of airport and industrial facilities for the economic benefit of Thurston County. The properties will be developed for a diverse mix of transportation, industrial, and commercial enterprises. Private investment will continue to be emphasized, with the Port sponsoring public works infrastructure as required.

The Port will continue to pursue opportunities for scheduled airline service for both passengers and freight. Working with the Federal Aviation Administration, the Port will keep aeronautical planning current and the airport technologically modern to accommodate the needs of the private and commercial flying public.

In response to market demand and financial opportunity, the Port will continue to provide hangar space for aircraft in support of general aviation. Commercial fixed-base operators will be encouraged to invest in their own facilities. The Port is prepared to invest in facilities to support airline service, if needed and feasible. Development of a public terminal will occur in such manner as to assure access by competing services and the traveling public. The Port will not endorse

any service or development plan which unduly removes airport administration, operation, or facilities expansion from public control.

IMPLEMENTATION

The Port of Olympia, operating under broad and farsighted goals, continues to play a major role in the development of Thurston County's economic base to meet its immediate and long-range goals and future development needs, as well as Thurston County's. The Port is constantly engaged in long-range planning, and the Port Comprehensive Plan is under continual review.

Implementation of any particular project will be conducted generally in accordance with the schematic "Port Planning and Decision Process" shown in Figure 2 for a typical effort. The Port will expend appropriate resources for the development of master plans, engineering designs, strategic, organizational and market plans, and similar administrative documents needed to further the goals of this Comprehensive Plan.

With specific reference to the East Bay Marina, its continued development, and its day-to-day operations, may be performed by an independent operator or lessee if the Port determines that the public interest is best served by independent development and operations under Port control rather than further direct development and operations by the Port.

If the Port determines that the facilities needed to complete and operate the East Bay Marina can be better provided by an independent operator/developer or lessee under Port supervision, the Port may declare and sell as surplus any personal property or trade fixtures acquired for the East Bay Marina which the Port does not need for direct Port operations.

The following drawings show the implementation plans for the Port's peninsula and airport properties. West Bay properties are not included because this property does not yet have any site specific or project specific planning. For a view of existing and potential uses of the West Bay property refer again to Figure 7.

MITIGATED

DETERMINATION OF NONSIGNIFICANCE

Description of Proposal: Adoption of Port of Olympia Comprehensive Plan.

Proponent: Port of Olympia

Location of Proposal: Port of Olympia properties within Thurston County.

The lead agency for this proposal has determined that as mitigated it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

Mitigation: (1) Any project undertaken on Port property shall be subject to further specific environmental review when the size, shape, timing and other project related details are known. Such review shall be completed before any project shall commence to construction. (2) Participation in a study with the City of Olympia to identify transportation related problems and solutions.

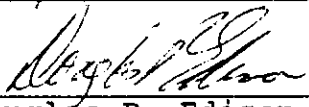
This DNS is issued under 197-11-340(2); the lead agency will not act on this proposal for 15 days from the date below. Comments must be submitted by: JUNE 14, 1988.

Responsible Official
Position/Title
Phone
Address

Douglas P. Edison
Executive Director
(206) 586-1084
915 North Washington St.
P.O. Box 827
Olympia, WA 98507

DATE

MAY 20, 1988



Douglas P. Edison, Executive
Director, Port of Olympia

You may appeal this determination to: Port of Olympia Commissioners at 915 North Washington Street, P.O. Box 827, Olympia, WA 98507, no later than JUNE 25, 1988, by written appeal to the Executive Secretary of the Port of Olympia at the Port offices. You should be prepared to make specific factual objections.