

PORT OF OLYMPIA

Comprehensive Plan

Revised March 23, 1998, for the Capital Facilities Plan update.

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Revised April 30, 2001, amending the Airport Lay-out Plan of the Airport Master Plan for the Runway 17/35 Safety Project.

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Revised April 28, 2003, amending the following:

Budd Inlet Districts, West Bay, Central, Ocean, and Admiral.

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TABLE OF CONTENTS

CHAPTER ONE -- INTRODUCTION	3
I. Turning Planning Into Action	4
II. Summary of Key Business and Land Use Decisions	6
A. Ocean Terminal	6
B. Residential Land Use - Budd Inlet	6
C. Residential Land Use - Airdustrial Park	7
D. Foreign Trade Zone	7
CHAPTER TWO -- VALUES, VISION, MISSION, GOALS AND OBJECTIVES	10
I. Values Statement	11
II. Mission Statement	12
III. Vision Statement	13
IV. Goals & Objectives	15
CHAPTER THREE -- LAND USE PLANS	18
I. Budd Inlet Land Use Plan	19
A. Property Description	19
B. Design Guidelines	21
C. Land Use Districts	22
D. Development Landscape Guidelines	40
E. Transportation Network	41
II. Airdustrial Park Land Use Plan	45
A. Property Description	45
B. Development Design Guidelines	47
B. Development Design Guidelines	47
C. Land Use Districts	48
D. Transportation Network	74
E. Stormwater Management Guidelines	78
F. Landscaping and Greenbelt Guidelines	79
CHAPTER FOUR -- AIRPORT MASTER PLAN UPDATE SUMMARY	83
II. Airport Role	84
III. General Airport Site Description	84
IV. Airfield Design	86
V. Airside Facility Development	87

VI.	Landside Facility Development	88
VII.	On-Airport Land Use	90
CHAPTER FIVE -- 2004 CAPITAL BUDGET		111

Chapter One -- Introduction

I. Turning Planning Into Action

Beginning in 1992, the Port of Olympia undertook a thorough review of its operations and its service to the Thurston County community. The Port developed a four cornered strategic planning process, conducted a public outreach program, studied its commercial markets, and updated its environmental review information.

First, the Port redefined its values, vision, mission, goals and objectives. To do this, it reached out to the community through the newspapers, radio, local television, and asked the public for its help. The Port enlisted the assistance of over 100 citizens as members of three strategic planning committees which digested volumes of Port-related information and provided feedback on Port policy revision. Port staff and consultants also conducted a visual preference survey and a series of design workshops to discover the public's feelings about how future Port developments should look. It published a county-wide newsletter, *The Navigator*, in April 1994 to advise the entire port district of the Port's progress. The Port's public outreach caught the attention of other organizations statewide and even earned it a favorable mention by a League of Women Voter's representative speaking to the Washington Public Ports Association.

Through its market research studies, the Port reviewed the operation of its marine terminal, its land leasing division, the East Bay Marina, the Olympia Airport, and the other commercial areas in which it does business in order to determine the economic viability of its current market operations. It also used the studies to look for ways to enhance its enterprise revenue.

In addition, the Port conducted an innovative environmental review as part of its strategic planning process. It created a "non-project" Environmental Impact Statement, published draft development scenarios, and solicited public comment. This EIS now provides a basis for all future projects which the Port undertakes and should reduce both the time and cost of subsequent environmental review, while maintaining the Port's commitment to environmental protection.

The Port Commission defined five deliverables, which were to come out of the strategic planning process. These deliverables are the revision of the Port's Airdustrial and Budd Inlet Land Use Plans, a 6-year Capital Facilities Plan, and the development of a new Port Business Plan and Budget. On a separate track and parallel track, the Port has been updating the Olympia Airport Master Plan to produce an Update to the Master Plan.

The Port has used the information gathered during its planning efforts to draft land use plans for the airport properties in Tumwater and the waterfront properties in Olympia. These reports were submitted to the Port's newly formed Planning & Advisory Committee. The Port Commission empanelled the twelve member Planning & Advisory Committee, which grew out of the prior strategic planning committee system, to advise the Port Commissioners on an on-going basis. The Land Use Plans were their first assignment. From August to November 1994, the Planning and Advisory Committee

reviewed the Land Use Plan drafts, and then submitted their comments and recommendations to the Port Commission in November 1994.

In addition, the Port staff conducted a series of public meetings to explain the Port's land use plan proposals and to obtain further comment on them. In addition to these public forums, the Planning and Advisory Committee meetings and Port Commission business meetings at which the land use plans were discussed were open to the public. The Port also conducted a statistically valid telephone survey to ascertain public response to some of the Port development options.

The milestone product from all of the above activities is this document. Each of the above elements has been incorporated into the Comprehensive Plan. While working on the strategic plan and land use plans outlined above, the Port also undertook an update of the 1990 Airport Master Plan. This project was also served by two advisory groups and underwent a public review and involvement process. This element was updated again in 2001 with extensive public review. The Airport Master Plan is considered part of the Comprehensive Plan and is included in summary form.

Throughout the planning process, the Port has considered the potential adverse environmental impacts of its planning actions. The environmental documentation for the Comprehensive Plan is as follows:

1. The Port of Olympia Strategic Plan Final Environmental Impact Statement, 2/7/94.
2. The Addendum to the Port of Olympia Strategic Plan Final Environmental Impact Statement, 12/23/94, for the Budd Inlet and Airdustrial Park Land Use Plan.
3. The Olympia Airport Master Plan Determination of Non-significance, 3/20/95.
4. The 1995-2000 Capital Facilities Plan Determination of Non-significance, 4/14/95.
5. Determination of Non-Significance for the adoption of the 1998-2003 Capital Budget, 3/4/98.
6. Determination of Non-Significance for the adoption of the 1999-2000 Capital Budget, 3/13/99.
7. Determination of Non-Significance for the adoption of the 2000 Capital Budget, 1/28/00.
8. Mitigated Determination of Non-Significance for the update of the Airport Master Plan, 1/29/01.
9. Determination of Non-Significance for the adoption of the 2001 Capital Budget, 3/20/01.

As the Port turns planning into action, it has taken into account the public comments, which it has received, and the studies it has undertaken. The Port is looking forward to continuing its partnership with the Thurston County community to develop new ways to support trade and economic development, protect the environment, and serve the community.

II. Summary of Key Business and Land Use Decisions

Through the planning process discussed above, several key business and land use decisions were made by the citizen groups and Port Commission, which relate to the Port's properties. They are as follows.

A. Ocean Terminal

In the strategic planning process, the strategic planning committees affirmed the role of the Port of Olympia as the port-of-entry for international and domestic shipping by way of the Ocean Terminal. The committees based their decision on the uniqueness of the Ocean Terminal, the pending Foreign Trade Zone application for the Budd Inlet properties, Airport and Airdustrial Park, and the market analyses mentioned above.

In the land use planning process, the Port's Planning and Advisory Committee recommended to the Port Commission that it continue to make the necessary and cost effective investments for the development of infrastructure and capital facilities to implement the Budd Inlet Land Use Plan. The Planning and Advisory Committee placed particular emphasis on the Ocean Terminal, and pointed out the uniqueness and importance of the Ocean Terminal as an existing source of family-wage jobs. The Planning and Advisory Committee recommended that the Port reserve flexibility in developing the Ocean Terminal to better respond to market demands, as well as other land use districts on the Port Peninsula.

As a result of these recommendations, the Ocean Terminal is retained as a significant element of the Port's properties as outlined in the Budd Inlet Land Use Plan, and the capital improvements necessary to ensure its viability are included within the Capital Facility element of this plan.

B. Residential Land Use - Budd Inlet

Over the years residential uses on the Budd Inlet properties have been considered by the Port, particularly on the Port Peninsula. Through the strategic planning process outlined above, the committees evaluated residential uses and the final decision was to not include residential as a land use on the Port Peninsula for the following reasons.

- 1) Residential uses tend to conflict with industrial and commercial uses primarily in terms of noise and access.
- 2) Residential uses are not considered water-dependent uses under the U.S. Army Corps of Engineers Section 404 permit issued to the Port in 1982 for the development of the East Bay Marina basin, and approximately 54 acres of upland, and therefore are not allowed on the majority of the eastern Port Peninsula.
- 3) Residential uses of the Port Peninsula are not the highest and best use of the limited industrial, commercial and recreational waterfront owned by the Port.

C. Residential Land Use - Airdustrial Park

Through the land use planning process outlined above, and during the planning process for the State of Washington's Tumwater Satellite Campus project, the issue of residential land uses on Airdustrial Park property was considered. The final decision was to not include residential as a land use at Airdustrial Park because residential uses are not compatible in the vicinity of the Olympia Airport, and are not allowed by the Federal Aviation Administration, which has review and approval authority for land uses at Airdustrial Park.

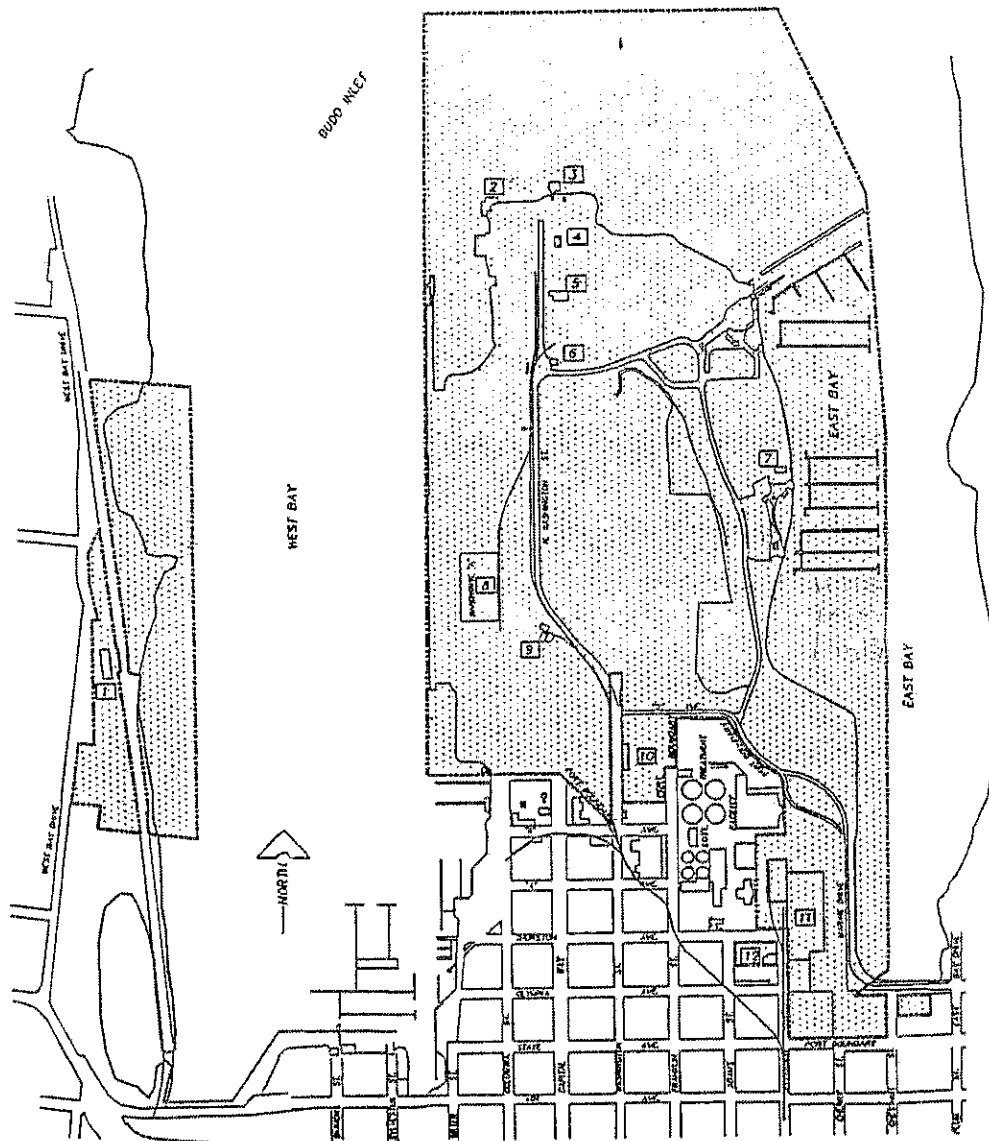
D. Foreign Trade Zone

Another key decision made by the Port Commission related to the comprehensive planning process was the pursuit of Foreign Trade Zone status.

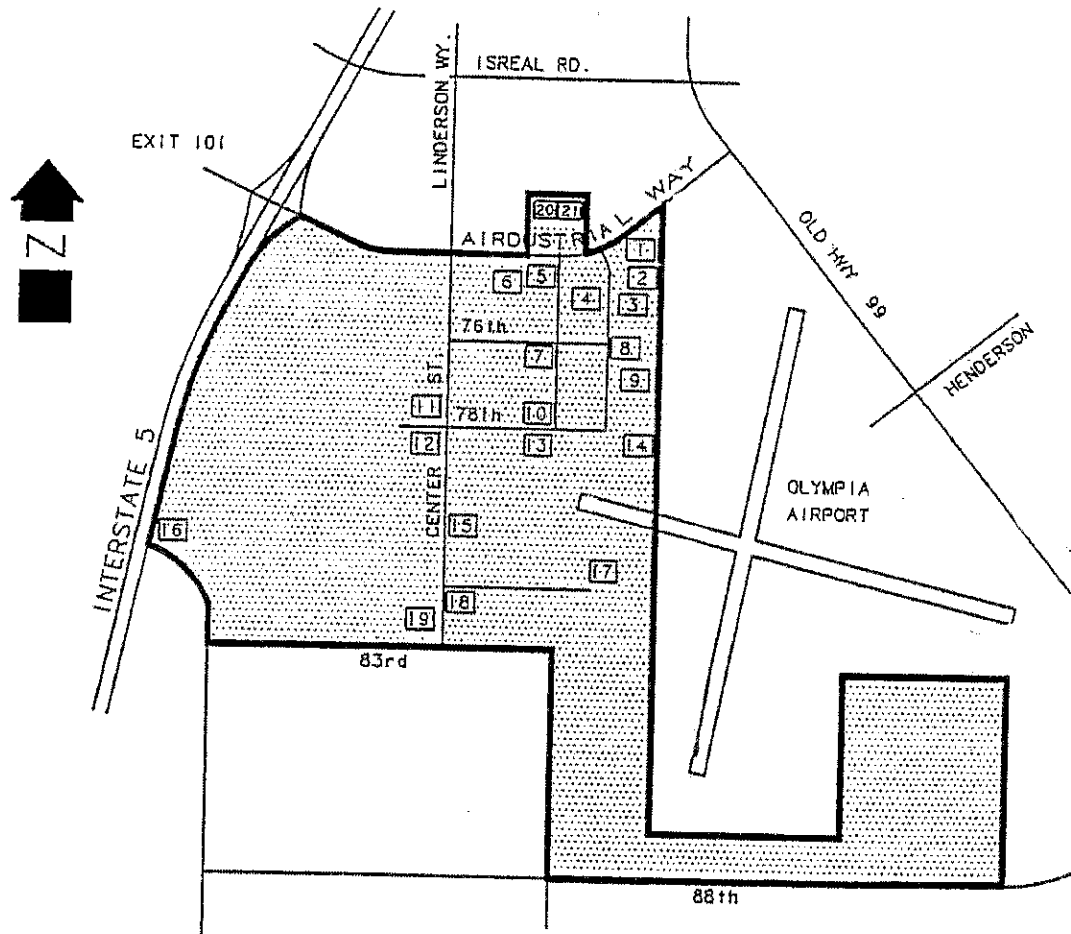
In 1994, the Port took the lead in preparing and sponsoring an application to the U.S. Department of Commerce for Foreign Trade Zone status for its properties as well as other areas in Thurston, Lewis, Mason and Kitsap counties. A Foreign Trade Zone is an area under U.S. Customs supervision where foreign products may be brought into the country deferring payment of duties until the goods leave the zone and enter the U.S. stream of commerce. The basic advantage is that imports may be stored, exhibited, processed or assembled without duties being paid until the goods are physically moved out of the zone. Moreover, if imported goods are later exported, no customs duties are paid at all.

The proposed formal zone title is South Puget Sound General Purpose Foreign Trade Zone. A final decision by the U.S. Department of Commerce regarding this application is anticipated in 1995. The drawings on the following pages illustrate the Port properties proposed for Foreign Trade Zone status.

Budd Inlet FTZ Drawing

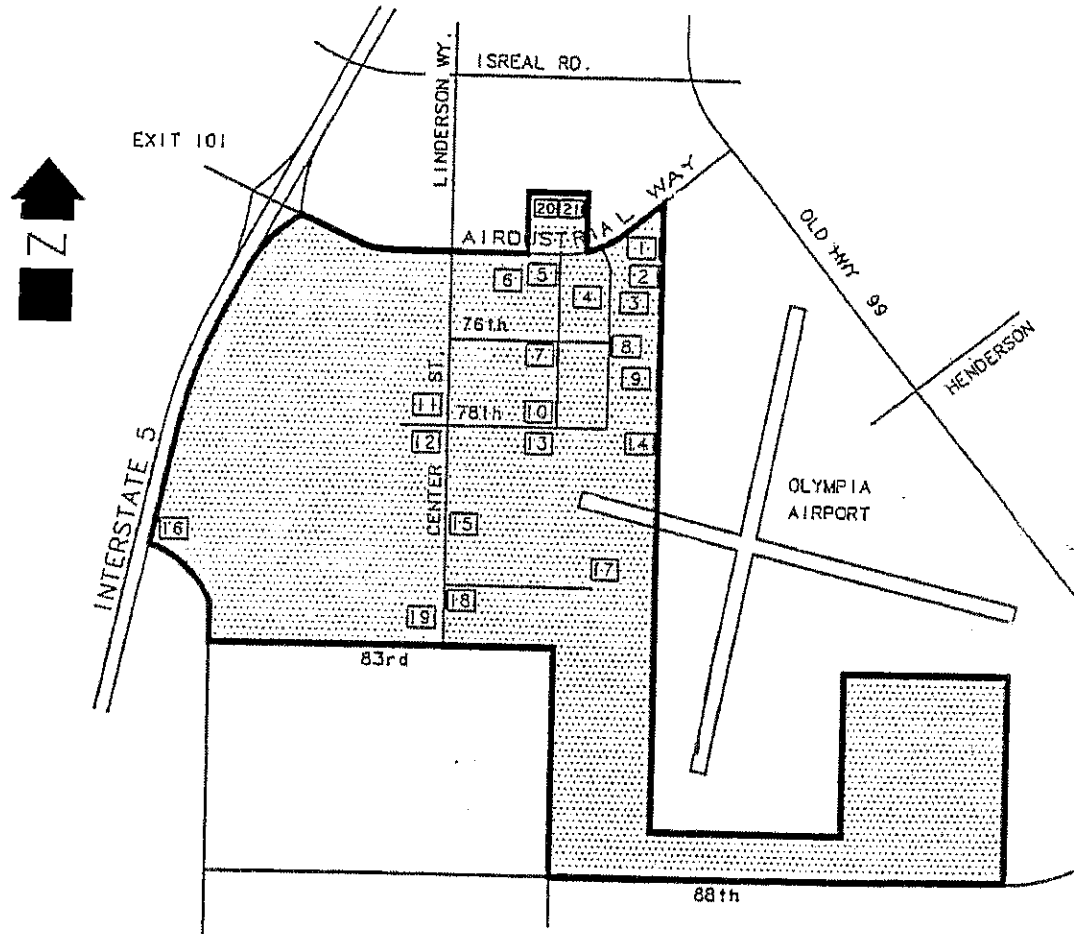


Airdustrail Park & Airport FTZ Drawing



Chapter Two -- Values, Vision, Mission, Goals and Objectives

Airustrial Park & Airport FTZ Drawing



Chapter Two -- Values, Vision, Mission, Goals and Objectives

I. Values Statement

THE PORT OF OLYMPIA IS COMMITTED TO:

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

II. Mission Statement

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

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

III. Vision Statement

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

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

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

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

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

- a. Monetary return to the Port (net cash);
 - b. Monetary return to the Thurston County economy resulting from jobs, increased tax base, etc., created by Port activity; and
 - c. Non-monetary return to the Thurston County community (infrastructure and services provided by the Port which contribute to the quality of life in the area).
1. **Enterprise Center:** "Enterprise Centers" should operate like a private business by developing business plans to guide their operations and netting a profit on their operations. "Making a profit" in the enterprise sense requires the first form of "currency," monetary return to the Port, but the other two forms of currency are legitimate secondary goals of enterprise activity. Further, every enterprise center at the Port need not turn a profit every year, so long as their sum shows a profit. Some centers may justifiably lose money if they are acting pursuant to their business plan and are on track to making a profit.

The Port will manage "enterprise centers" such as:

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

2. **Economic Development Facilitator.** The Port should work cooperatively with other jurisdictions to facilitate, through direct and indirect means, the smooth functioning and growth of the Thurston County community's economy, by acting as:
 - a. Economic Catalyst: Serve as catalyst in economic development and economic diversity;
 - b. Developer: Acquire and manage land, facilities, and transportation infrastructure for economic development activities; and
 - c. Risk Taker: Syndicate risk, e.g., invest with others in facilities which encourage businesses to locate or remain in the area.
3. **Environmental Integrator.** The Port, as an "environmental integrator," will work to sustain and foster Thurston County's:
 - a. Natural environment, and
 - b. Social fabric.
4. **Public service Provider.** The Port, as a "public service provider," will provide services directly to the public in such general areas as (1) Transportation, (2) Trade and Commerce, (3) Recreation, Education and Culture, and (4) Economic Development.

IV. Goals & Objectives

GOAL 1. TO ENSURE THE ECONOMIC VIABILITY OF THE PORT

- Objective 1.1 By increasing the Port's "Enterprise Activity" net income
- Objective 1.2 By collective Enterprise Centers breaking even by December 31, 1995
- Objective 1.3 By the Commission articulating quantifiable goals for Enterprise Center(s)' net income each year
- Objective 1.4 By developing financing strategies to obtain necessary revenue as determined by business plans

GOAL 2. TO FACILITATE ECONOMIC DEVELOPMENT WITHIN THURSTON COUNTY

- Objective 2.1 By supporting the vitality of existing public and private employers in Thurston County
- Objective 2.2 By attracting new businesses in Thurston County in targeted markets and locations
- Objective 2.3 By helping to diversity the economy in Thurston County
- Objective 2.4 By hosting an annual county-wide business summit

GOAL 3. TO EXERCISE ENVIRONMENTAL STEWARDSHIP

- Objective 3.1 By assuring that all activities which involve the Port are conducted in a manner which protects the environment
- Objective 3.2 By cleaning up areas or sources of pollution on Port property
- Objective 3.3 By participating in the restoration of the natural environment on and around Port property, where appropriate
- Objective 3.4 By acquiring and protecting such properties as may serve the goals of the Port for mitigation, enhancement, and restoration
- Objective 3.5 By implementing a pollution prevention program

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

Objective 4.1 By providing the necessary transportation services / infrastructure

Objective 4.2 By providing the necessary services / infrastructure for industrial development

Objective 4.3 By providing necessary recreation services / infrastructure

Objective 4.4 By providing the necessary environmental facilities and enhancements

GOAL 5. WILL THE PROJECT IDENTIFY AND IMPLEMENT LIMITS FOR PORT TAXES

Objective 5.1 By developing a Port policy and supporting accountability system for Port enterprises that limit any use of taxes to non-operating expenses by December, 1994

Objective 5.2 By the Port Commission and Citizens Advisory Committee developing criteria for any potential use of tax levies, addressing economic development, public services and infrastructure investment by December, 1994

GOAL 6. WILL THE PROJECT FULFILL THE PORT'S SOCIAL COMPACT WITH THE THURSTON COUNTY COMMUNITY

Objective 6.1 By providing education to members of the Thurston County community about the Port

Objective 6.2 By involving the members of the Thurston County community in the Port's decision-making process

Objective 6.3 By working with the other governmental jurisdictions within Thurston County

GOAL 7. WILL THE PROJECT OPERATE THE PORT IN A PROFESSIONAL MANNER

Objective 7.1 By implementing annual business plans for the overall Port and for each of its Enterprise Centers

Objective 7.2 By building accountability into all processes

Objective 7.3 By creating a quality and customer service management program

Objective 7.4 By annually reviewing the Port's comprehensive plans

Chapter Three -- Land Use Plans

I. Budd Inlet Land Use Plan

A. Property Description

The Budd Inlet properties within this plan include both the Port Peninsula and West Bay properties and are shown on the attached drawing.

The Peninsula consists of about 150 acres, while West Bay properties consist of about 40; of which 7 acres are upland. Much of the City of Olympia's downtown areas were constructed on tidelands in the late 1800's and early 1900's, with the first major fill projects completed prior to formation of the Port District. The Peninsula properties represent the tip of tidelands filled over the century. A significant function of the Peninsula is the marine terminal, which provides 2,500 lineal feet of wharf and 76,000 sq. ft. of warehousing. The marine terminal can host three modern ships simultaneously, or a combination of vessels. The federal navigation channel which serves the marine terminal is dredged to a depth of 30 feet, based on mean-lower-low-water. The East Bay Marina is on the east side of the Peninsula, which was created in the early 1980's. The boat basin was built for a capacity of 1,100 moorage slips, with fifty-four acres of upland for support areas as well as additional cargo storage and maneuvering areas.

Approximately 13 acres on the northwest portion of the Port Peninsula were used by companies which produced treated wood products, the last being the McFarland Cascade Pole Company. The site is known as the Cascade Pole site, and it is undergoing a Washington State Model Toxics Control Act clean-up. Although a final clean-up plan has not been approved by the Department of Ecology and all parties concerned, the Port anticipates that one of the conditions of the clean-up action plan will include land use controls which will require paving the entire site, with no future penetrations into the asphalt cap. This institutional control is incorporated into the Budd Inlet Land Use Plan.

The Port's ownership on West Bay includes 3,900 feet of frontage along the west shore of West Bay, from the 4th Avenue Bridge to Dickinson Street on the north. The Port dedicated by easement to the U.S. Fish and Wildlife Service the area known as the Port Lagoon, to serve as a fish and wildlife conservancy area and as mitigation for the development of the East Bay Marina.

B. Design Guidelines

This plan conceptually addresses site development factors that are considered elements of design such as architecture, landscaping, development themes, and parking. It recommends a design character for each land use district, and general design guidelines for all Budd Inlet properties. These design recommendations would be supplemented by more detailed design guidelines to be completed in May 1995. The following general design guidelines apply to each district listed above.

1. Materials from which a building or group of buildings are constructed contribute to the character of the surrounding area. Therefore, the use of blank walls such as concrete cinder block (without facade ornamentation) uninterrupted glass curtain walls, and mirrored glass, are not acceptable design for any district; as well as the design of large, unbroken expanses of parking.
2. These design concepts are encouraged:
 - Shade trees, shrubs and berming to screen parking lots;
 - Connections between adjacent site parking lots for shared parking;
 - Landscaping and architectural details with distinctive accent colors to lessen the impact of larger buildings;
 - Shade trees to line and define the property, and indicate entrances;
 - Landscaped berms;
 - Rooflines and wall heights with varied gables, dormers, architecturally fenestrated facias and eaves to add variety;
 - Entrance canopies and plazas to delineate the office entrance;
 - Architecturally contoured walls to provide attractive shadow line appearance from the street; and
 - Use of building materials such as brick, masonry, glass, tile, stone or wood on portions of the building facade.

In addition to design guidelines, the Port Commission created a framework for a Port of Olympia Arts Committee in 1994. This committee will develop public art policies and develop an annual Arts Program for Port Commission consideration. Until this work is completed, the land use plans do not include recommendations concerning public art.

C. Land Use Districts

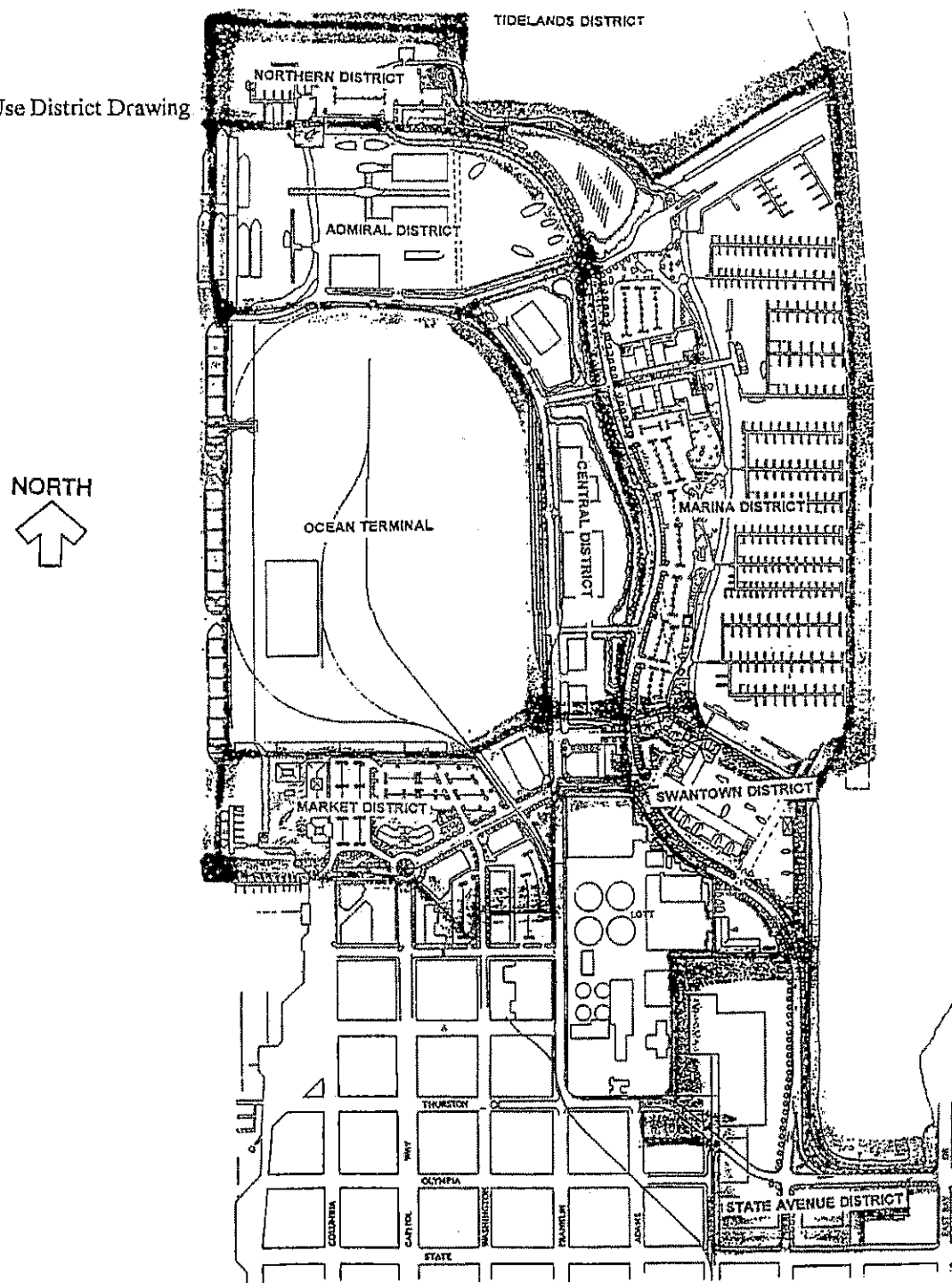
The Budd Inlet properties are divided into ten sub-districts, with corresponding uses and standards for each district. The Budd Inlet properties include both the Port Peninsula and the West Bay properties. These districts are shown on the attached map, and are as follows:

- | | |
|--------------------------|-----------------------|
| 1. Market District | 6. Ocean District |
| 2. Swantown | 7. Admiral District |
| 3. Central District | 8. Northern District |
| 4. State Avenue District | 9. Tidelands District |
| 5. Marina District | 10. West Bay District |

A drawing of the land use districts is attached. Refer to the Port's Budd Inlet Property Drawing for an illustration of the West Bay District.

Beginning with the Market District, the next section describes the ten districts in terms of intent, land use, character, placement, setback, coverage, height and parking.

Land Use District Drawing



1. MARKET DISTRICT

Intent The Market should be a vibrant waterfront development which supports a variety of uses and encourages people to walk along the waterfront and shop in the downtown area. This District is the transition area between downtown and the marine terminal and cargo areas. It should be home to multiple retail, commercial and light industrial uses, such as the local farmer's market, micro-brewery, restaurants, offices and waterfront pier.

Use Retail, commercial, and light industrial.

Character The design intent for the Market is Pacific Northwest, possibly featuring native Indian designs and architecture, or the Granville Island character of a mix of building styles of a more rural flavor than urban. Retail building windows should have transoms and canopies, with boardwalk-style entries.

Vehicle access is via a diagonal street from Capitol Way to D Avenue, and from Columbia Street. Pedestrian access is from Percival Landing. The traffic circle and other street treatments such as pavers and trees creates an atmosphere of an entry instead of a through-street.

Placement Buildings are oriented around a central plaza, with shared parking and open space. A traffic circle and road re-alignment connects this district to East Bay, as well as to downtown via Capitol Way.

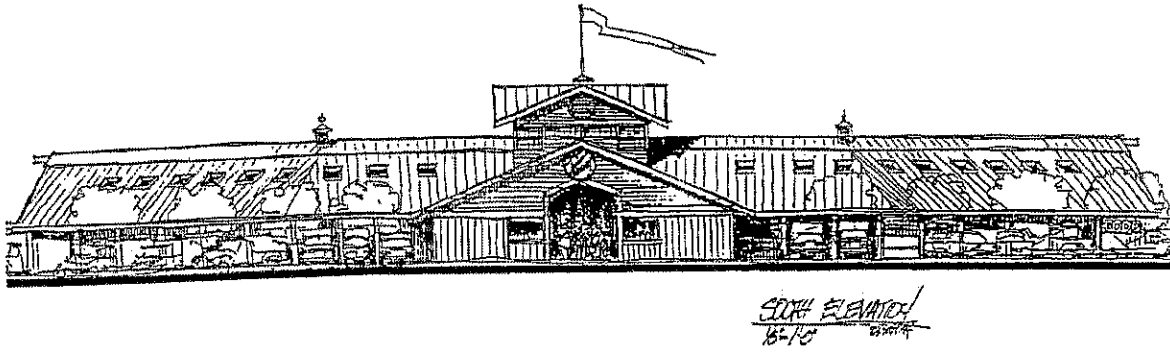
Setbacks Buildings setbacks would conform to the requirements set forth in this district by the Port Peninsula Design Guidelines.

Coverage 100%, minus all landscaped and stormwater areas.

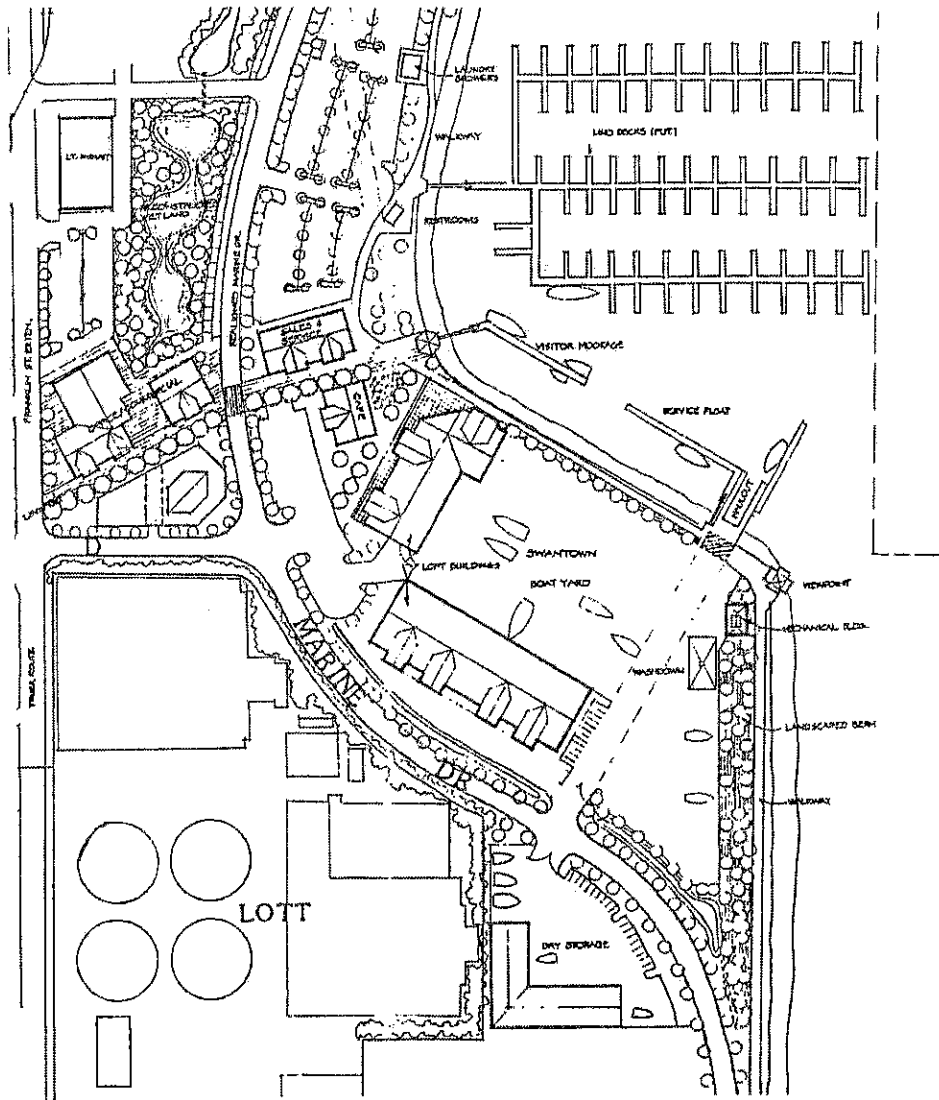
Height Maximum: 45 feet.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.

Market District Building Drawing



Swantown District Drawing



2. SWANTOWN DISTRICT

Intent Swantown is a 6-acre marine center for vessel haul-out, repair, associated retail sales, and restaurant use. It should be a vibrant and modern working waterfront, with expansive indoor and outdoor working areas and sophisticated and effective pollution control systems for boat maintenance and repair. Swantown consolidates marine businesses into a single area, creating a one-stop, full service marine facility. The District enhances pedestrian access along the waterfront and it anchors the east-west transportation corridor. (See drawing on previous page.)

Use Industrial, retail, commercial, recreational. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

Character The recommended design character is a Cannery-Row-nouveau warehouse style. Elements of this design character feature: buildings of metal or mill construction with heavy exposed structural members and lofts, shake or metal roofs; retail windows with transoms and canopies; and boardwalk-style entries. Industrial buildings require fewer window and access treatments than retail buildings. Since Swantown and Market Districts create a significant east to west linkage, the design character should reflect this linkage.

Vehicle access is off the street side, boat and pedestrian access is from the waterside. A waterside plaza and open space connects the development and water access. A trail skirts the perimeter.

Placement Placement of buildings is a matter of function, with the larger workshops which require travel lift access located on the yard. The commercial and retail uses which depend upon high visibility and vehicle access are located around the parking lot.

Setbacks Buildings setbacks would conform to the requirements set forth in this district by the Port Peninsula Design Guidelines.

Coverage 100%, minus all landscaped and stormwater areas.
Height Maximum: 45 feet.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.

3. CENTRAL DISTRICT

Intent The Central District is an area that should serve the Ocean Terminal for cargo storage as well as an area for industries that export or import goods. This district has an additional potential value to industries which could benefit from the Foreign Trade Zone.

Use Industrial, commercial and office. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

Character The recommended character is of a Cannery Row/Granville Island theme. Retail and commercial buildings should be of mill construction with heavy exposed structural members with lofts, shake or metal roofs, retail windows with transoms and canopies, with boardwalk-style entries. Industrial buildings should be metal, with fewer window and access treatments.

Placement Placement of buildings must respond to several factors in this area, but efforts should be made to place some buildings on the street edge along the diagonal road to help frame the east-west transportation corridor.

Setbacks Buildings setbacks would conform to the requirements set forth by the Port Peninsula Design Guidelines.

Coverage 100%, minus all landscaped and stormwater areas.

Height Maximum: 50 feet.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.

4. STATE AVENUE DISTRICT

Intent The State Avenue District has valuable frontage along State Avenue and a large warehouse with direct rail access. The intent of this area is to take advantage of the frontage with commercial and retail uses.

Use Commercial, retail, warehousing and office. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

Character Development character in this area should be of a commercial waterfront and business district nature.

Placement Building location should be a function of the use. Parking areas should be screened with landscaping and berms.

Setbacks Buildings setbacks would conform to the requirements set forth by the Port Peninsula Design Guidelines.

Coverage 100%, minus landscaping and stormwater areas.

Height Maximum: 45 feet.

Parking Parking to conform to the Port Peninsula Design Guidelines.

5. MARINA DISTRICT

Intent The Marina District is a 1,100 slip marina (at build-out) and adjacent uplands for support and marina-related services which include commercial, retail and limited office use. Typical uses in this area should be restaurants, boat supplies, grocery/deli, yacht clubs, yacht brokers, etc. This district supports both upland and over-the-water uses which are of a water-dependent nature.

Use Marina, marina support, commercial, retail, office. Coordination with the U.S. Army Corps of Engineer's Section 404 permit is required for uses in this area.

Character The design character should add to the goal of making the Marina a destination facility. All buildings which face the pedestrian plaza should include retail windows with transoms and canopies, with boardwalk-style entries. Where appropriate, buildings should also form smaller open spaces which will each take on their own character.

Placement Buildings should be located off of the plaza. Parking should be located to the side of the buildings. The Port should work with LOTT for re-use of effluent in the linear stormwater/wetland facility shown on the attached map.

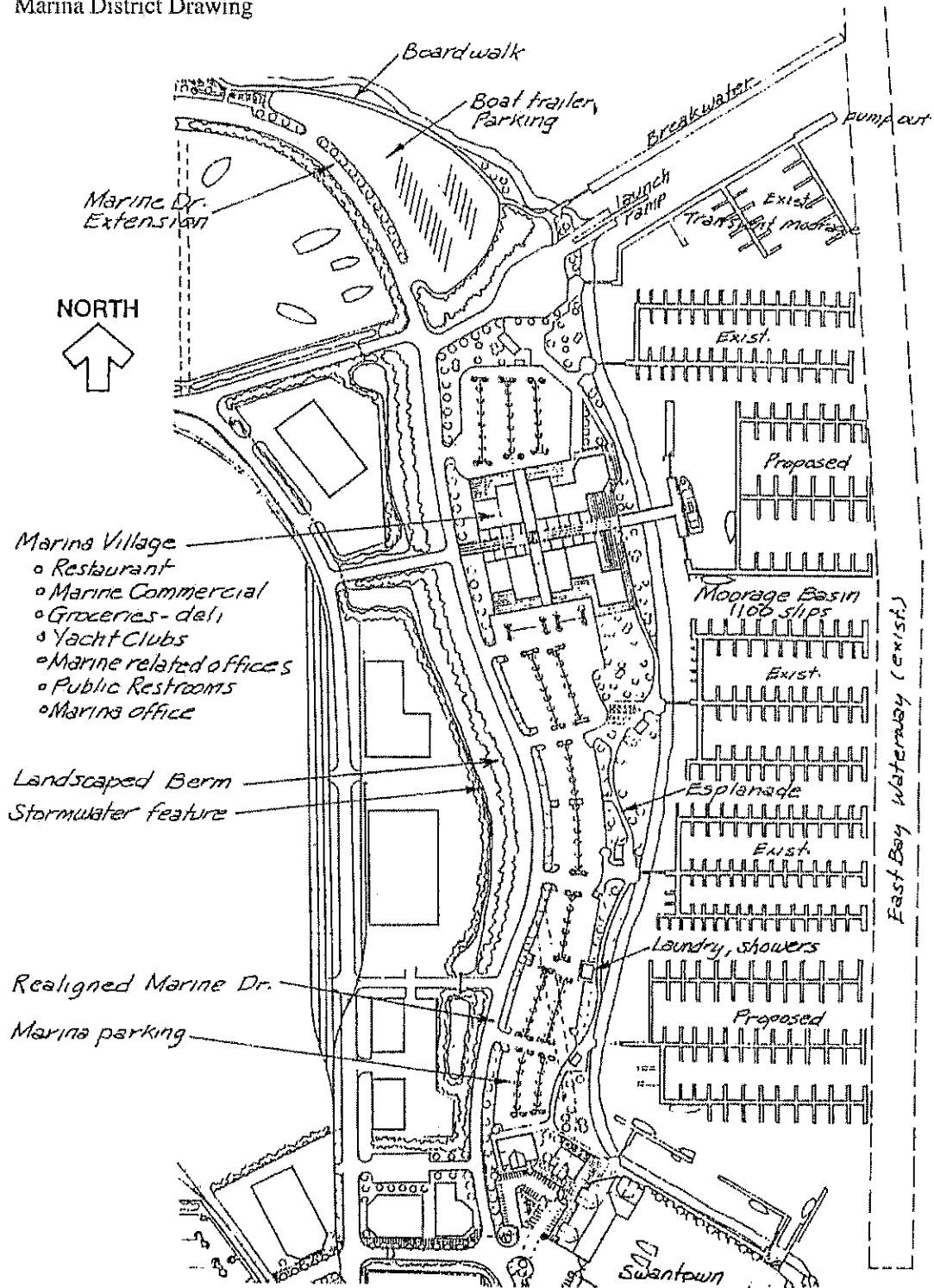
Setbacks Buildings setbacks would conform to the requirements set forth by the Port Peninsula Design Guidelines.

Coverage 100%, minus all landscaped and stormwater areas.

Height Maximum: 40 feet.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.

Marina District Drawing



6. OCEAN TERMINAL

Intent The Ocean Terminal and supporting cargo yards should continue to handle inbound and outbound cargoes. Future development of this District will be opportunity and market-driven, so development flexibility must be maintained.

Use Industrial, commercial, warehousing and accessory.

Character Industrial.

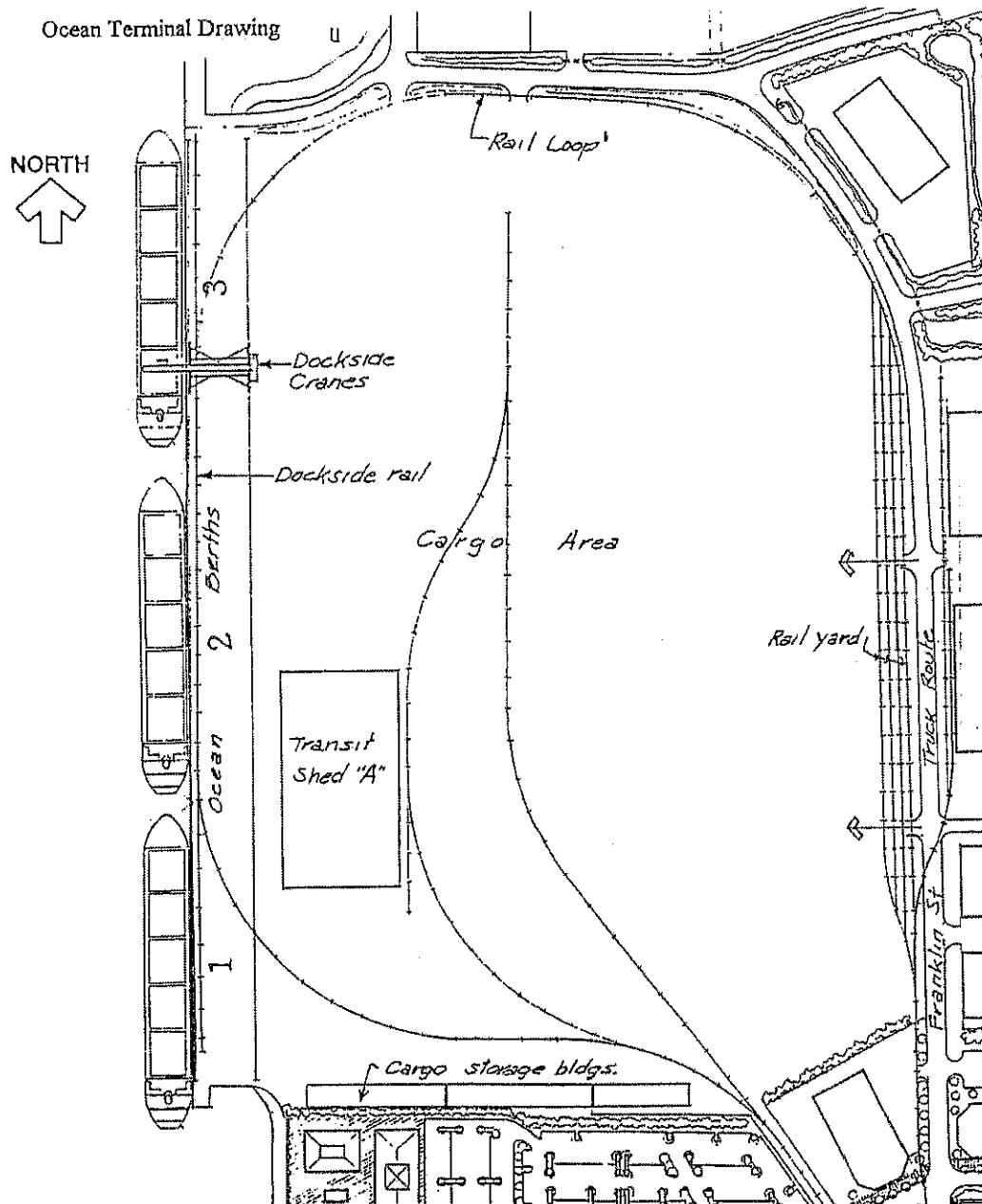
Placement The placement of buildings and other support activities should support the efficient loading and unloading of cargo.

Setbacks Buildings setbacks would conform to the requirements set forth by the Port Peninsula Design Guidelines.

Coverage 100%.

Height Maximum building height: 65 feet. Operational equipment such as cranes and ships are not included in this height restriction.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.



7. ADMIRAL DISTRICT

Intent The Admiral District is a boat haul-out and repair center for large vessel haul-out, boat-building, repair, and associated wholesale and retail sales. The focus is on larger vessels from 70-200 tons, with the existing launch ramp serving as the boat haul-out ramp. The site should have large buildings for boat-building and repair, with sophisticated and effective pollution control systems. This should also be a one-stop, full service marine facility.

Use Industrial and commercial.

Character The recommended character is of an industrial working waterfront. Industrial buildings would be metal, with office and reception areas highlighted with architectural treatments such as awnings, canopies and windows.

Placement Placement of buildings is dictated by function, with the larger workshops which require travel lift access located on the yard. Commercial uses which depend upon high visibility and vehicle access should be located nearest the vehicle entrance.

Setbacks Buildings setbacks would conform to the requirements set forth in this district by the Port Peninsula Design Guidelines.

Coverage 100%, minus all landscaped and stormwater areas.

Height Maximum: 65 feet.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.

8. NORTHERN DISTRICT

Intent The Northern District is a mixed-use commercial, office and recreational use area.

Use Marina, marina support, commercial, retail, and office.

Character The character of development in this area should be of a commercial waterfront nature.

Placement Buildings in this area should be located to take advantage of the views, without creating large visual barriers for other locations on the Peninsula. Parking should locate to the side of buildings, and should be screened with bermed landscaping.

Setbacks Buildings setbacks would conform to the requirements set forth in this district by the Port Peninsula Design Guidelines.

Coverage 100%, minus all landscaped and stormwater areas.

Height Maximum: 40 feet.

Parking Parking ratios and design would conform to the requirements set forth in the Port Peninsula Design Guidelines.

9. TIDELANDS DISTRICT

Intent A portion of the Tidelands District is contaminated and is a part of the McFarland Cascade Pole Model Toxics Control Act clean-up efforts. Activities in this area may include clean-up and habitat mitigation. Mitigation for this site may include other sites in the Budd Inlet watershed which are not Port-owned.

Use Clean-up, mitigation, and education.

Character The character of development in this area should be in keeping with the environment and the development character of the Port Peninsula.

10. WEST BAY DISTRICT

The preferred land use alternative provides for a mix of land uses consistent with the City of Olympia's Urban Waterfront Zone

Intent The intent of this district is for a mix of land uses combined with public access and wildlife habitat. The Port and U.S. Fish and Wildlife Service have designated approximately 11 acres in this area for conservation, which is shown on the attached page. In addition, the Port granted a 1.1 acre easement to the City of Olympia as a mitigation site for the 4th Avenue bridge reconstruction project. The remaining areas could be developed for office, commercial, retail, residential, educational, and recreational uses. Property development should not interfere with the wildlife in the adjacent tidelands and lagoon.

Use Office, commercial/retail, residential, educational, recreational and conservation.

Character This area is defined by the West Bay of Budd Inlet, a lagoon, and a low-level bluff. The development character should have low visual impact.

Placement Buildings in this area should be located to take advantage of the views and with minimum impact upon surrounding residential and viewpoint areas. Parking should be screened with landscaping per City code.

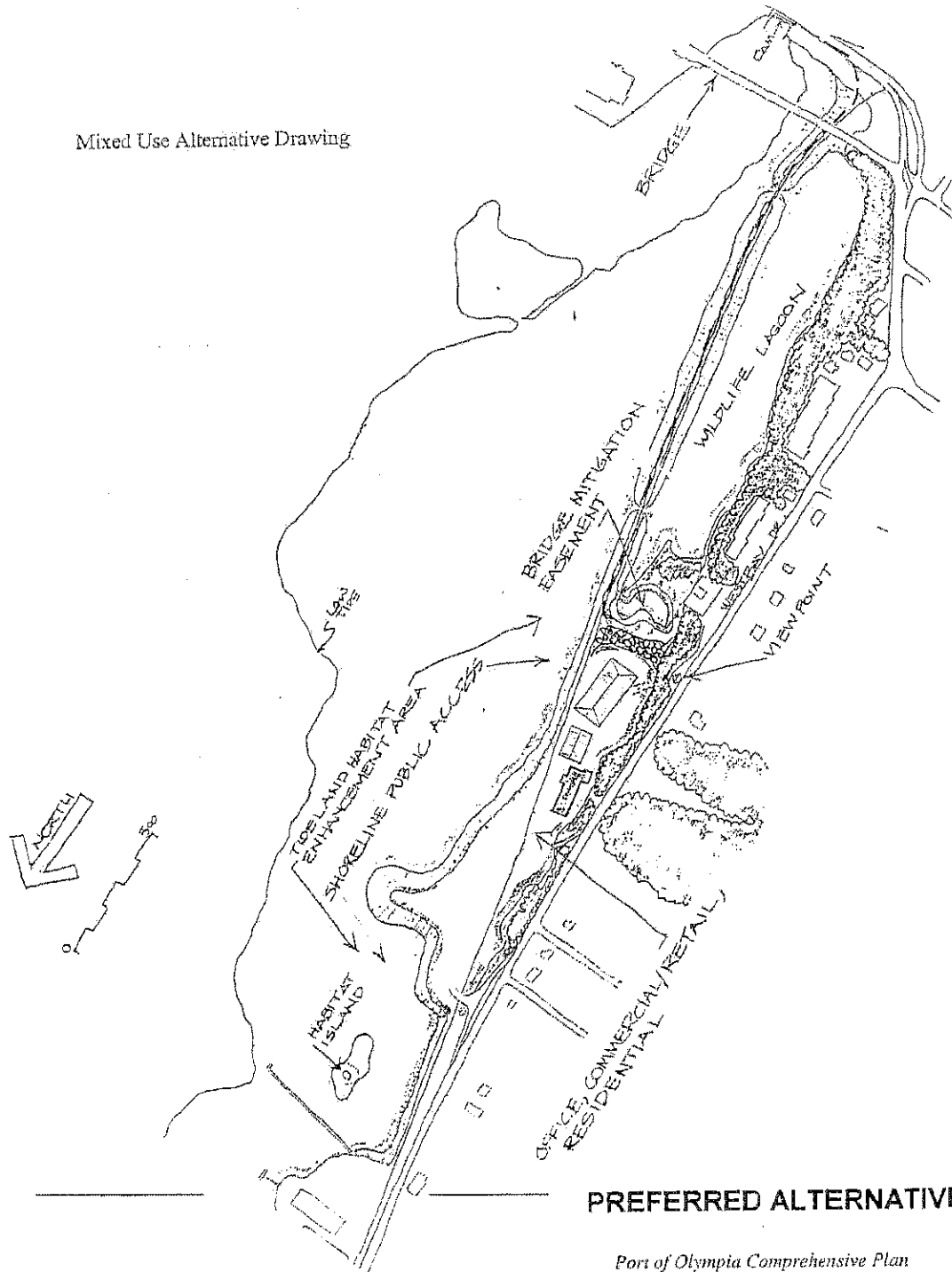
Setbacks Building setbacks are required for fire and building code purposes.

Coverage None proposed at this time.

Height Two heights are allowed in this district. For the northern developable portion of the site, a 42' is allowed. For the southern portion of the parcel a 65' is allowed.

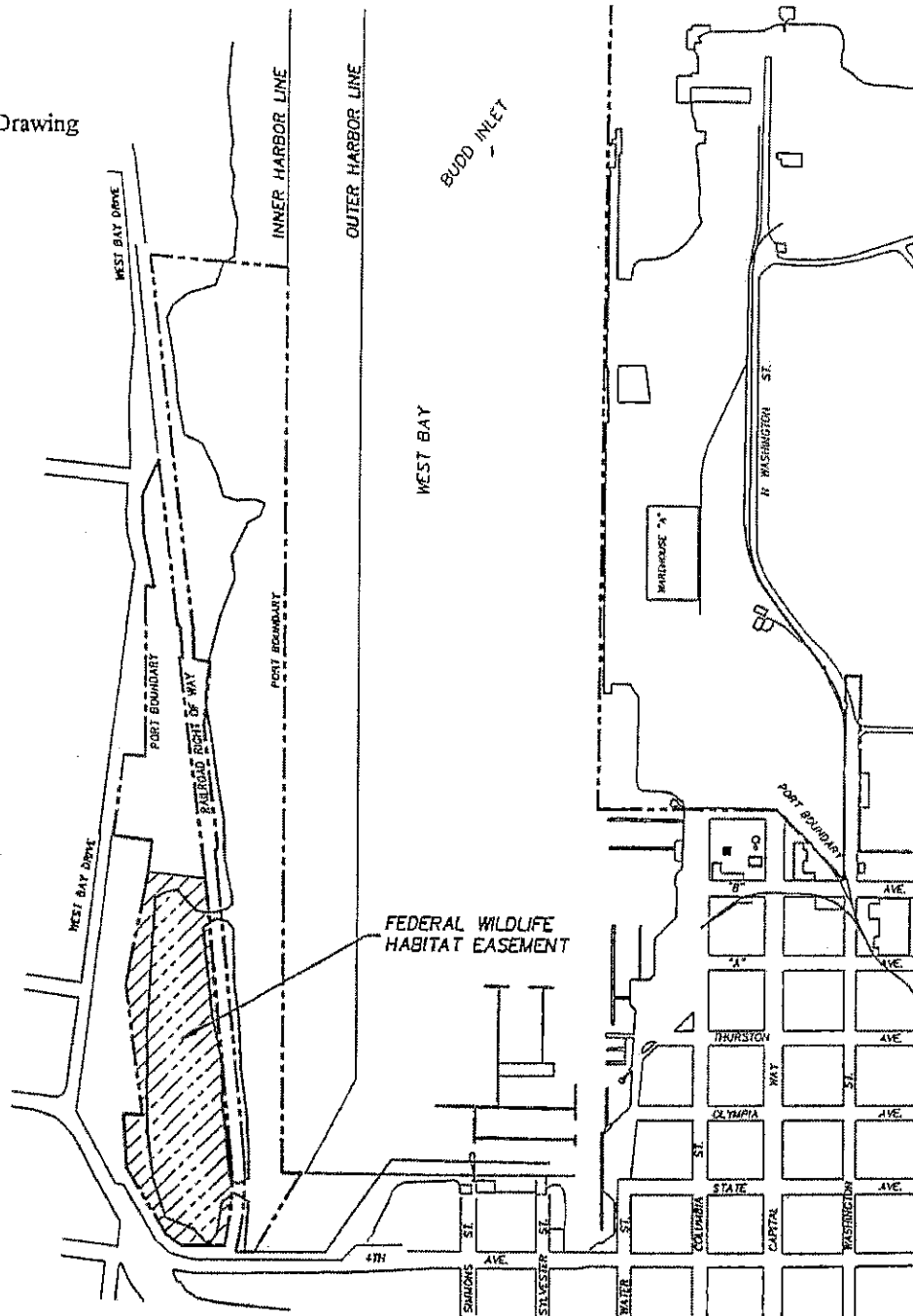
Parking Parking should be provided consistent with City of Olympia codes.

Mixed Use Alternative Drawing



PREFERRED ALTERNATIVE

West Bay Easement Drawing



D. Development Landscape Guidelines

A few conceptual development guidelines are needed which promote landscaping which will enhance and unify the Budd Inlet properties. These guidelines promote a neat and well maintained appearance in areas not covered by buildings or parking and minimize the adverse visual and environmental impacts of large buildings and/or paved areas.

Outlined below are a few general requirements which should be followed to meet this intent.

Landscaping should delineate site entrances.

Parking lots should be shaded and landscaped inside as well as on the perimeter.

The setback space between streets and parking lots should be fully landscaped. Where possible, berming should be provided in order to screen parked cars and to prevent headlights from disrupting traffic. Where berms are not possible due to space limitations, the parking should be screened through use of coniferous trees and/or appropriate shrub plantings.

Landscaping should be used to help define pedestrian paths and areas.

Landscaping should accentuate the architectural details of site buildings.

Shade trees should line and define the building and property perimeters (when feasible with adjacent uses). Sidewalks adjacent to the building should be setback with landscaping in between.

Existing trees should be retained where possible.

Street trees and on-site landscaping must conform, at a minimum, to City standards.

Landscaping and tree management will be coordinated between the Port and the City of Olympia's Urban Forester. The tenant is responsible for maintaining landscaping associated with their site in a groomed, weed-free condition. This requirement would be monitored and enforced by both Port and City staff, relying upon the original landscaping plan as the standard.

E. Transportation Network

1. Routes and Street Standards

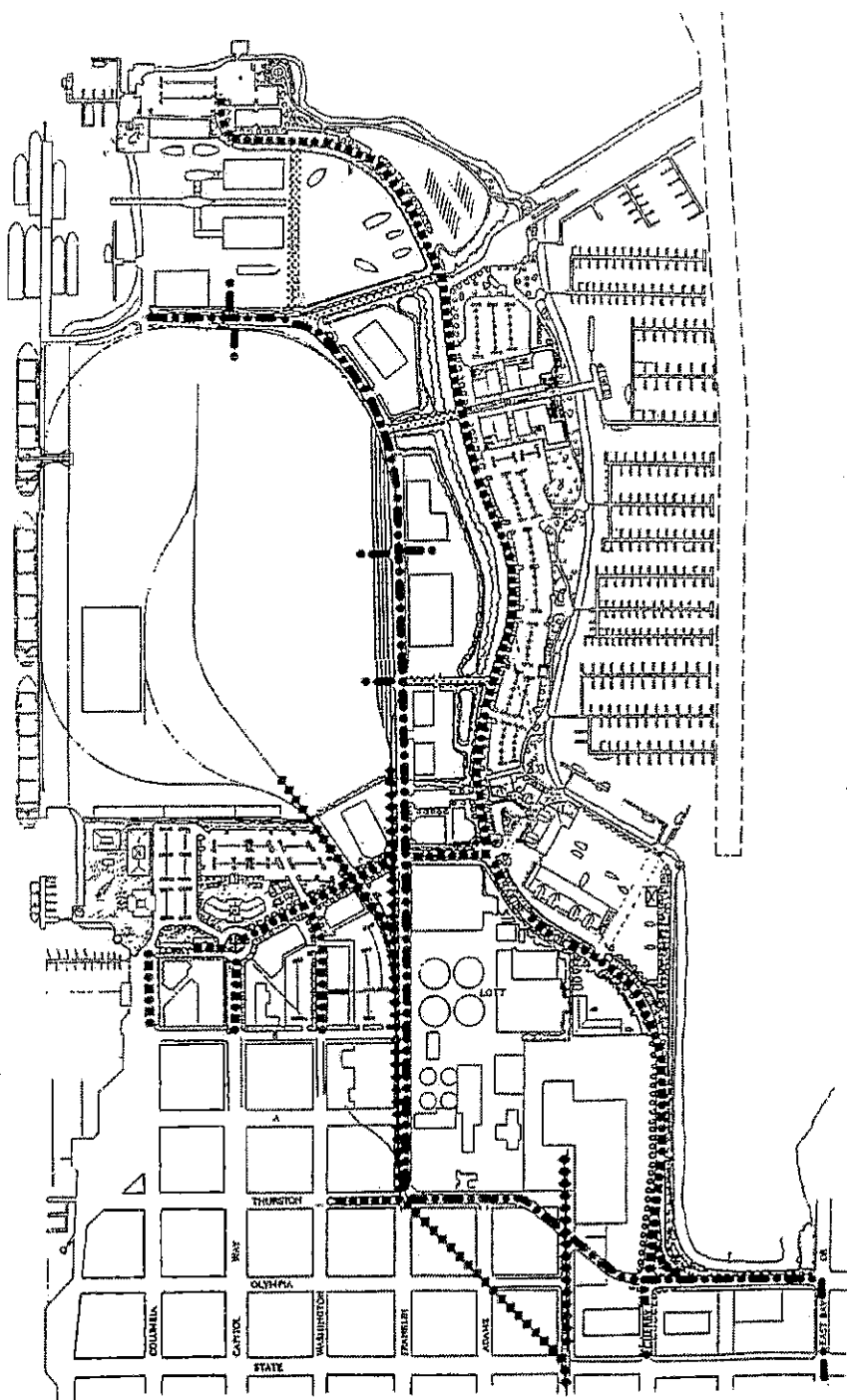
All existing major streets on the Port Peninsula are Port-owned. The proposed truck route re-alignment within this plan would impact both Port and City property and right-of-way. To create this route, a portion of Warehouse #2, currently home to Hardel Lumber, would be removed. The remainder of the route follows existing City right-of-way along Thurston Avenue, and then onto City and Port right-of-way along Franklin Street. Road widening would likely be required for the Thurston and Franklin Streets intersection. Refer to the attached drawing.

Three other road re-alignments are proposed within the plan. Marine Drive adjacent to Swantown is moved to the West. This position is the original route permitted through the East Bay Marina Development process. This route removes a portion of the stormwater ditch and pond located between Swantown and Central Districts. This re-alignment improves the curve and creates additional waterfront land in the Swantown development.

The second re-alignment is the new route which would serve the boat launch area, the Northern and Admiral Districts. The third re-alignment is in the vicinity of the Market District. This route would connect Franklin Street with Capitol Way, diverting the entrance to the Port Peninsula from Washington to Capitol Way. This route also helps to separate the proposed truck route from other traffic in the area.

Street standards for the various streets would be developed at a later date in coordination with the City of Olympia.

Transportation System
Drawing



2. Pedestrian Path

The goal of the pedestrian path is to provide and maintain a safe, convenient, community-oriented access way along and near the water's edge. Overall, the path is a coordinated system of connected pathways, sidewalks and shoreline access points that increases the amount and diversity of opportunities for walking and chances for personal discoveries along the Port Peninsula waterfront.

The existing north-south pathway on East Bay is the foundation for the recreational path. In response to ideas from the City of Olympia's East Bay Enhancement project, the existing southern East Bay pathway is modified to meander instead of hug the shoreline. This change should accommodate future additions of shoreline vegetation which could benefit fish and wildlife.

Additional pedestrian linkages to the existing pathway would be made with the extension of the pathway to the Northern District, across what is now a clean-up site. A new pedestrian linkage is created between the Swantown and Market Districts via the new diagonal street. The trail could be marked with small public art projects as well as traditional signage.

Development plans for uses which abut the path should incorporate the following guidelines in the design of the development. The pedestrian path should be developed:

- So that those who use it feel comfortable following the trail and with minimal signage;

- In such a way that those who use it are safe from industrial activities; and

- In such a way that those who use it do not infringe on adjacent land uses.

Other design elements for the pedestrian path will be considered in the 1995 design guideline project and incorporated into this plan.



pedestrian
pathways
points of interest *

II. Airdustrial Park Land Use Plan

A. Property Description

Airdustrial Park is about 686 acres in size, which includes a portion of the Olympia Airport as shown on the attached page. Both Airdustrial Park and the Airport are governed--to some extent--by the Federal Aviation Administration because the property was once owned by the federal government, and because the FAA continues to assist in the development of the Airport. Airdustrial Park is located within Tumwater city limits. In 1994 and 1995, the Port acquired various property rights from property owners south of its existing holdings, in the area of Case and Tilley roads. These parcels are located in Thurston County, but within Tumwater's short-term urban growth boundary. Due to timing, these properties are not included within this version of the Airdustrial Park land use plan, but will be added at a later date. The plan assumes a 20 year build out.

A majority of Airdustrial Park is located south of Airdustrial Way. Existing land uses in Airdustrial Park are manufacturing, warehousing, distribution, office, commercial, highway retail and recreational. Between 1965 and 1993, the Port leased a total of 180 acres, for periods of up to 50 years. Thus, the annual absorption rate for Airdustrial Park is about 6.5 acres per year. The next 20-year projection for absorption rates for Airdustrial Park range from about 6 to 13 acres, depending upon how much market share of industrial development within Thurston County that the Port captures.

A significant development currently underway which will impact Airdustrial Park is the extension of Airdustrial Way to Henderson Boulevard. The completion of this east to west arterial will influence development pressures along Airdustrial Way, as well as location and number of access points. The design guidelines discussed below respond to this development.

Port properties north of Airdustrial Way are used for industrial and office purposes; however, the Tumwater Partners (General Administration, City and School of Tumwater, and the Port) included these properties within the State and City of Tumwater's comprehensive plans as the Tumwater Satellite Campus. The Tumwater Partners are revising these original concepts, and should have revisions completed in 1995. Once these changes are completed, this plan will be modified to reflect the changes.

The primary method of property development at Airdustrial Park has been opportunity-oriented. Typically, the Port will lease land to a developer to build a facility for a specific industry. In the future, the Port may want to develop buildings to better attract industries to Airdustrial Park. Port developed buildings in the range of 30,000 to 90,000 square feet would offer a business which lacks the capital to develop its own facility an opportunity to start-up, expand, or relocate. These potential buildings are not indicated on the enclosed maps. Site selection would depend on the type of building and targeted industry.

B. Development Design Guidelines

This plan recommends a design character for each land use district, and addresses site development factors that are considered elements of design. These include architecture, landscaping, development themes, and parking. These design recommendations will be re-evaluated in 1995 with the assistance of an architectural consultant, and more detailed design guidelines will be developed. This project should also develop guidelines that will assist the Port and City in creating a gateway concept for Airdustrial Way. District design character recommendations and the following general design guidelines may be amended or modified during this subsequent design project.

In the meantime, the following general design guidelines apply to each district listed above.

1. Materials from which a building or group of buildings are constructed contribute to the character of the surrounding area. Therefore, the use of blank walls such as concrete cinder block (without facade ornamentation) uninterrupted glass curtain walls, and mirrored glass, are not acceptable design for any district; as well as the design of large, unbroken expanses of parking.

2. These design concepts are encouraged:

- Shade trees, shrubs and berming to screen parking lots;
- Connections between adjacent site parking lots for shared parking;
- Landscaping and architectural details with distinctive accent colors to lessen the impact of larger buildings;
- Shade trees to line and define the property, and indicate entrances;
- Landscaped berms;
- Rooflines and wall heights with varied gables, dormers, architecturally fenestrated facias and eaves to add variety;
- Entrance canopies and plazas to delineate the office entrance;
- Architecturally contoured walls to provide attractive shadow line appearance from the street; and
- Use of building materials such as brick, masonry, glass, tile, stone or wood on portions of the building facade.

In addition to the development of more detailed design guidelines, the Port Commission has created the framework for a Port of Olympia Arts Committee. This committee will develop public art policies and develop an annual Arts Program for Port Commission consideration. Until this work is completed, the Airdustrial Land Use Plan does not include recommendations concerning public art.

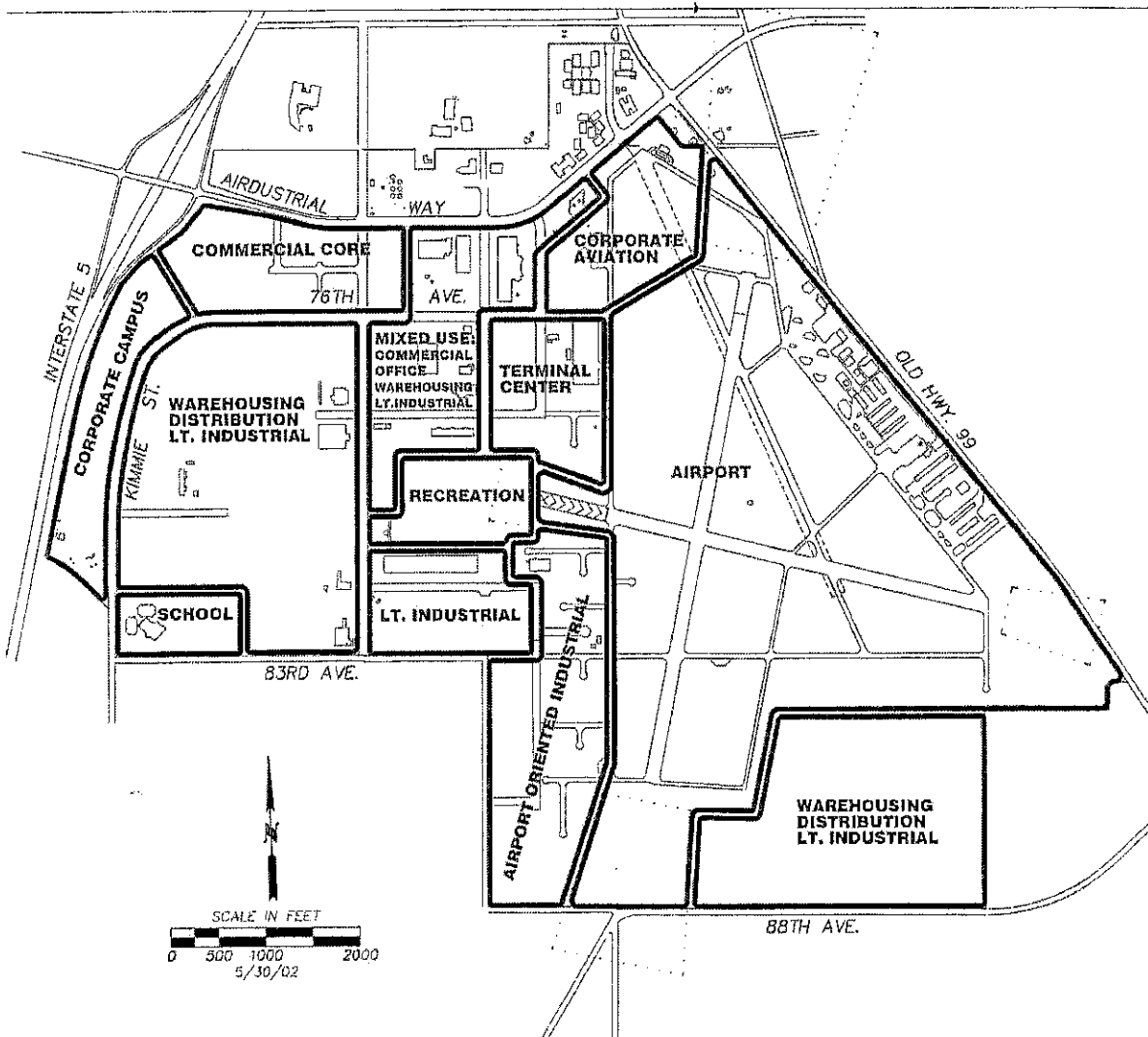
C. Land Use Districts

As a planning and development tool, Airdustrial Park is divided into ten districts, with corresponding uses and standards for each district. A map of these districts is attached, and the districts are as follows:

- | | |
|---|--------------------------------|
| 1. Corporate Campus District | 6. Mixed Use District |
| 2. Corporate Aviation District | 7. Terminal Center |
| 3. Commercial Core District | 8. Light Industry District |
| 4. New Market District | 9. Airport-Oriented Industrial |
| 5. Warehousing, Distribution and Light Industrial | 10. Recreation District |

Beginning with the Corporate Campus District, the next section describes the ten districts in terms of intent, land use, character, placement, setback, coverage, height and parking.

Airdustrial Park Planning District Drawing



1. CORPORATE CAMPUS DISTRICT

Intent The intent for this crescent-shaped corporate office district is to provide visibility for businesses from I-5. The design should be of high quality because of this visibility. This district also houses one of the five future sub-regional stormwater facilities, complemented by a linear greenbelt on the I-5 side.

Use Office and commercial.

Character The buildings should define the area as a professional quality office park. Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms should be used to screen parking. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

The Peninsula Properties building is a model for the architectural and landscaping character for this area.

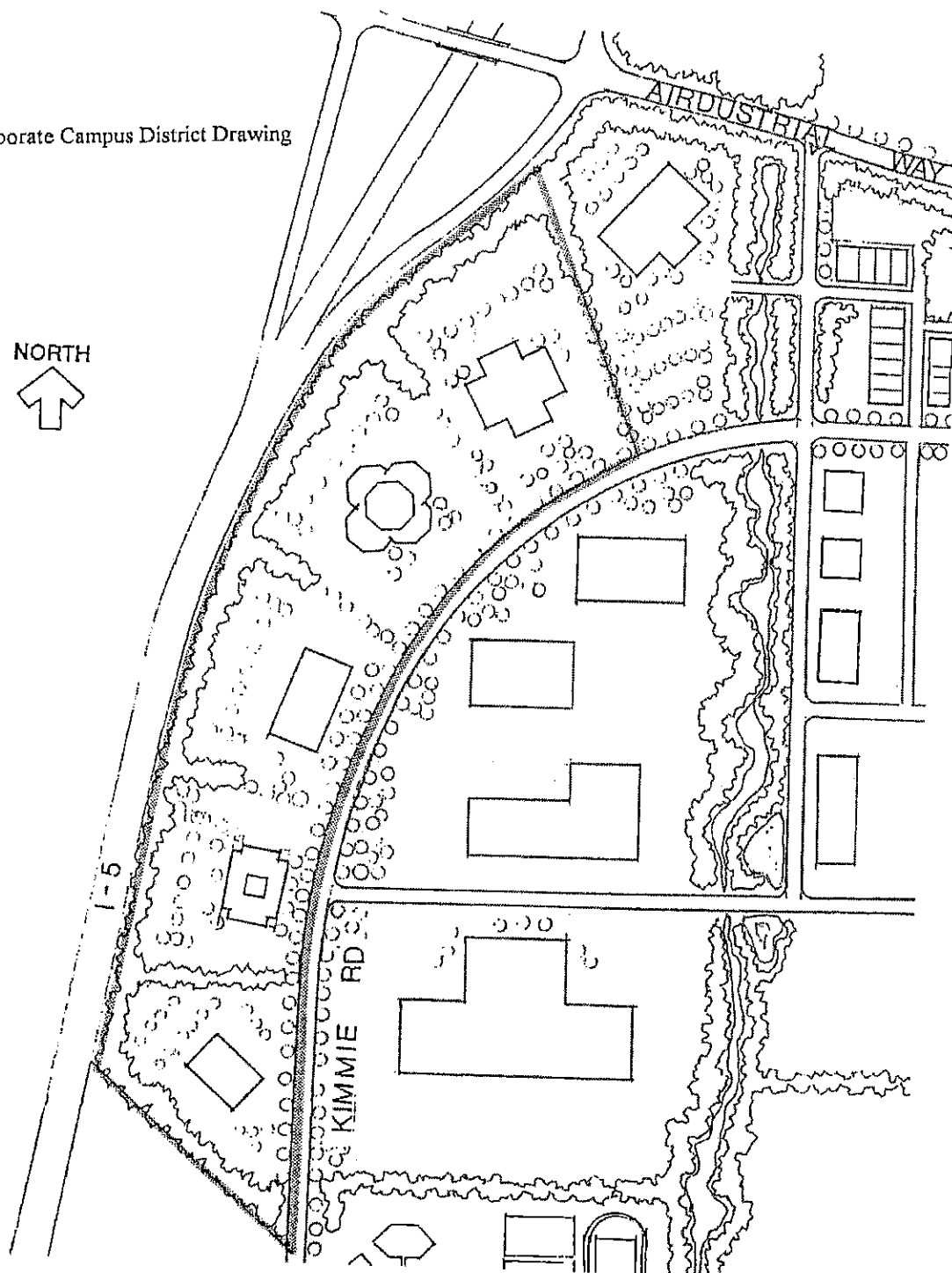
Placement Two- to three-story buildings should face Kimmie Street, with ample front yard setbacks. Parking should be located to the side and rear of the buildings and, where feasible, parking lots should be interconnected.

Setbacks Building setbacks are as follows:
Front yard: 20 feet.
Side yard: 10 feet.
Rear yard: 10 feet.

Height Maximum: 75 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers.

Corporate Campus District Drawing



2. CORPORATE AVIATION DISTRICT

Intent This district accommodates businesses with high visibility, vehicle and runway access needs. Vehicle access should be off of Airdustrial Way.

Use Office and commercial.

Character The buildings should define the professional quality of the district. Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Use of existing trees in landscaping is required to lend an established look to the development. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Building materials such as metal, brick, masonry, tile, stone or wood are allowed on the building facade.

The Peninsula Properties building is a model for the architectural and landscaping character for this area.

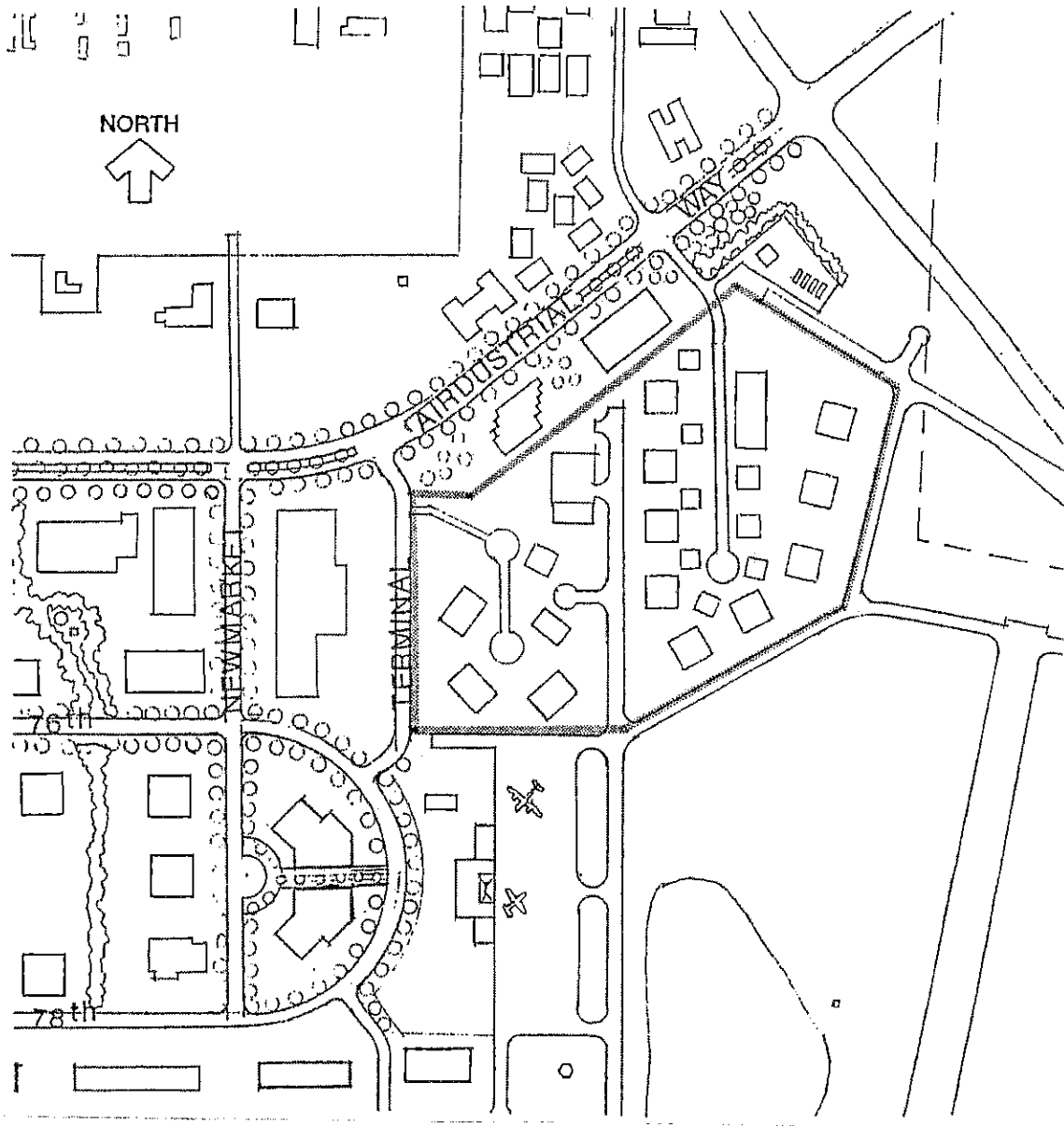
Placement Office buildings should be oriented toward the vehicle access; hangars should be oriented toward the taxiways. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged.

Setbacks Building setbacks are as follows:
Front yard: 20 feet.
Side yard: 10 feet.
Rear yard: None if located on a taxiway; 10 feet if not.

Height Maximum: 50 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers.

Corporate Aviation District Drawing



3. COMMERCIAL CORE DISTRICT

Intent With close access to I-5, this location is ideal for commercial and retail development. This core area of Airdustrial should contain a variety of commercial uses, service uses, a hotel or motel, professional offices, and retail. Across the street are several large State office buildings which would benefit from these types of uses.

The Commercial Core District should contain the greatest concentration of mixed use activity at Airdustrial. A public open space, such as a plaza, would serve as the focal point for lunchtime and after work activities. Transit needs of workers and visitors would be coordinated with the transit services provided at the Tumwater Satellite Campus.

Use Commercial, retail, and office.

Character The buildings should define the urban quality of the commercial core. All buildings facing the internal circulation streets should include windows and overhead protection along the sidewalk. Where appropriate, buildings should also form smaller open spaces which should each take on their own character. Building materials such as brick, masonry, glass, tile, stone or wood are required on the building facade.

Existing trees should be incorporated into the landscaping to lend an established look to the development.

Placement Buildings should be located on the street edge, with small front yard setbacks. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged to the extent that this should be compatible in the long term. Side yard setbacks can be shared between uses for fire department access requirements.

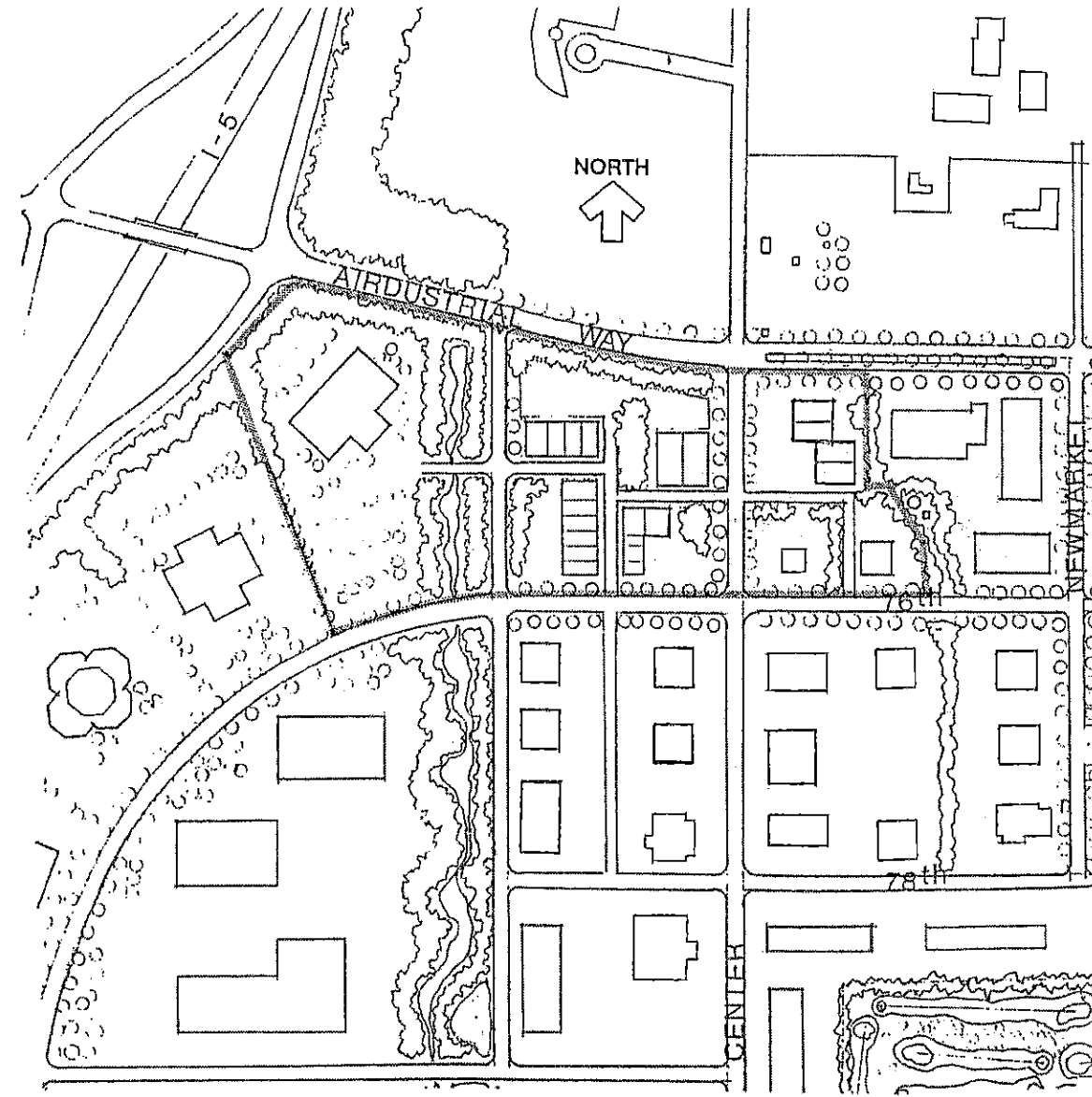
Setbacks Building setbacks are as follows:
Front yard: 0 feet.
Side yard: 0 feet.
Rear yard: 10 feet.

Height Maximum: 75 feet.

Parking On-street parking is allowed on the interior streets. Parking lots should be designed into small areas, separated by landscaped visual barriers.

□

Commercial Core District Drawing



4. NEW MARKET DISTRICT

Intent To create a mixed use center which contains commercial, office, warehousing and light industrial uses which will benefit from frontage on Airdustrial Way or from other uses within the District. *(Note: this district is shown as part of the Tumwater Satellite Campus on the attached drawing. This lay-out will be re-visited and will likely be modified.)*

Use Commercial, office, retail, and light industrial.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines should be varied; gables, dormers and entrance canopies should add variety as well as architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Incorporation of existing trees into site landscaping is required.

Placement Buildings should be located near the street edge with separate vehicle and truck access. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged to the extent that this will be compatible in the long term. Parking areas should be screened with landscaping.

Setbacks Building setbacks are as follows:

Front yard: 20 feet.

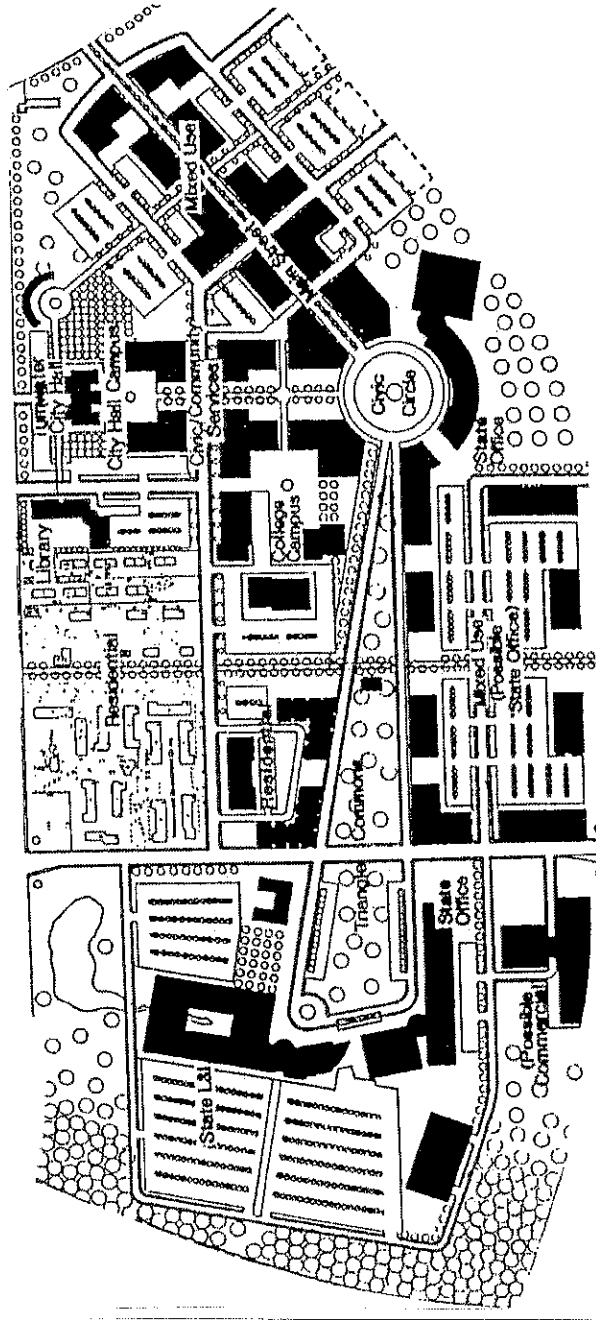
Side yard: 10 feet.

Rear yard: 10 feet.

Height Maximum: 50 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers.

New Market District Drawing



5. WAREHOUSING, DISTRIBUTION AND LIGHT INDUSTRIAL DISTRICT I & II

Intent These areas should be defined by spacious stormwater and greenbelt facilities and some of the larger buildings within Airdustrial. These buildings would be used by businesses which require large spaces for manufacturing, warehousing and distribution. A linear greenbelt stormwater facility should be developed through the interior of District I as part of a sub-regional stormwater system for Airdustrial. This stormwater greenbelt would be designed to meet each on-site abutting development's stormwater needs, and create an attractive amenity. Pedestrian and bicycle trails, used by employees for lunchtime walks or after work jogs, would also be available to citizens of the larger community as a recreational amenity.

Use Warehousing, distribution, and light industrial.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of the larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Use of existing trees in landscaping is required.

Placement Buildings should be located near the street edge with separate truck and vehicle access. Parking should be located to the side and rear of the buildings. Interconnected parking lots are encouraged. Parking areas should be screened with landscaping. See the attached drawings for examples of site design.

Setbacks Building setback guidelines are as follows:

Front yard: 20 feet.

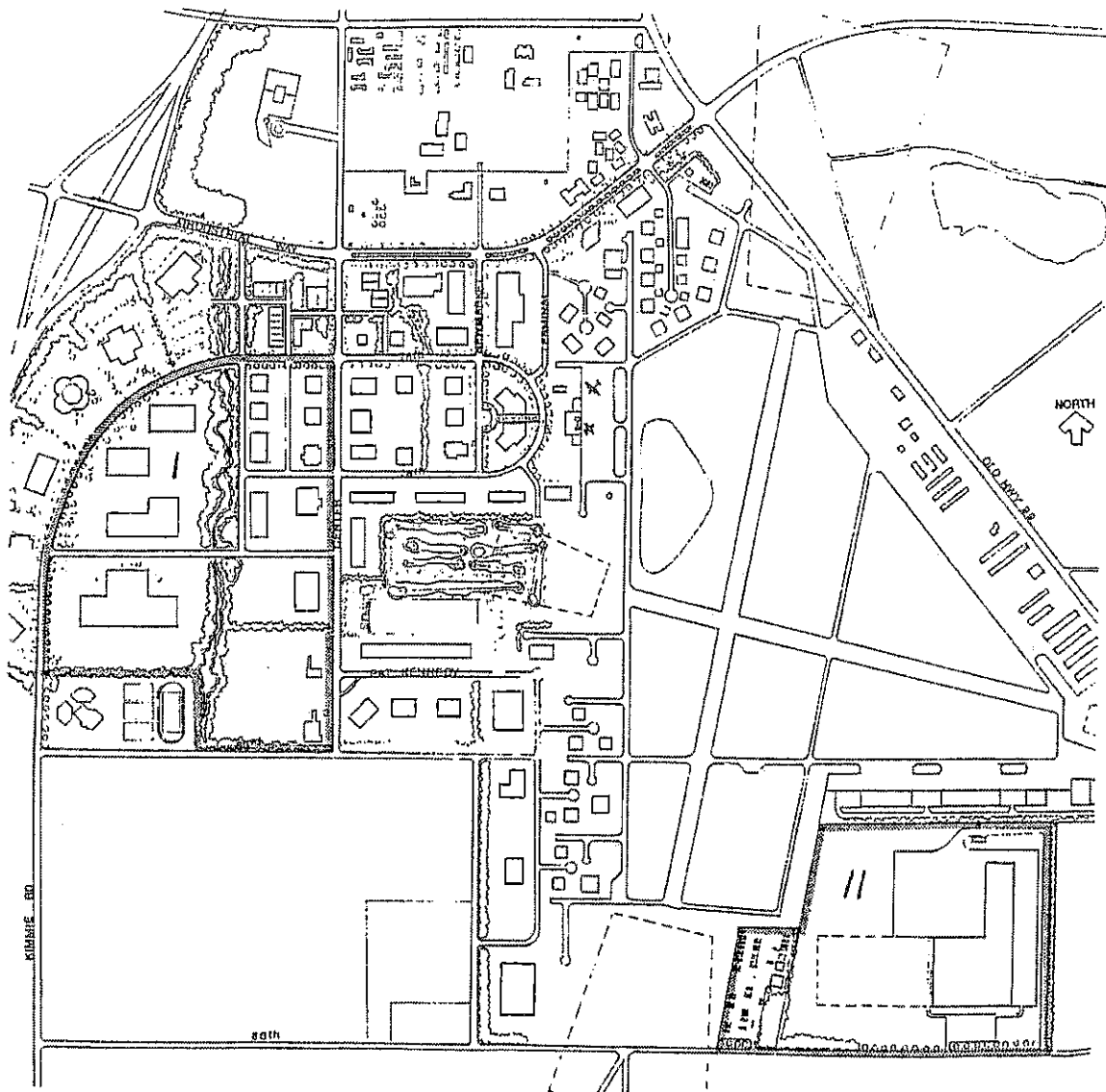
Side yard: 10 feet.

Rear yard: 10 feet.

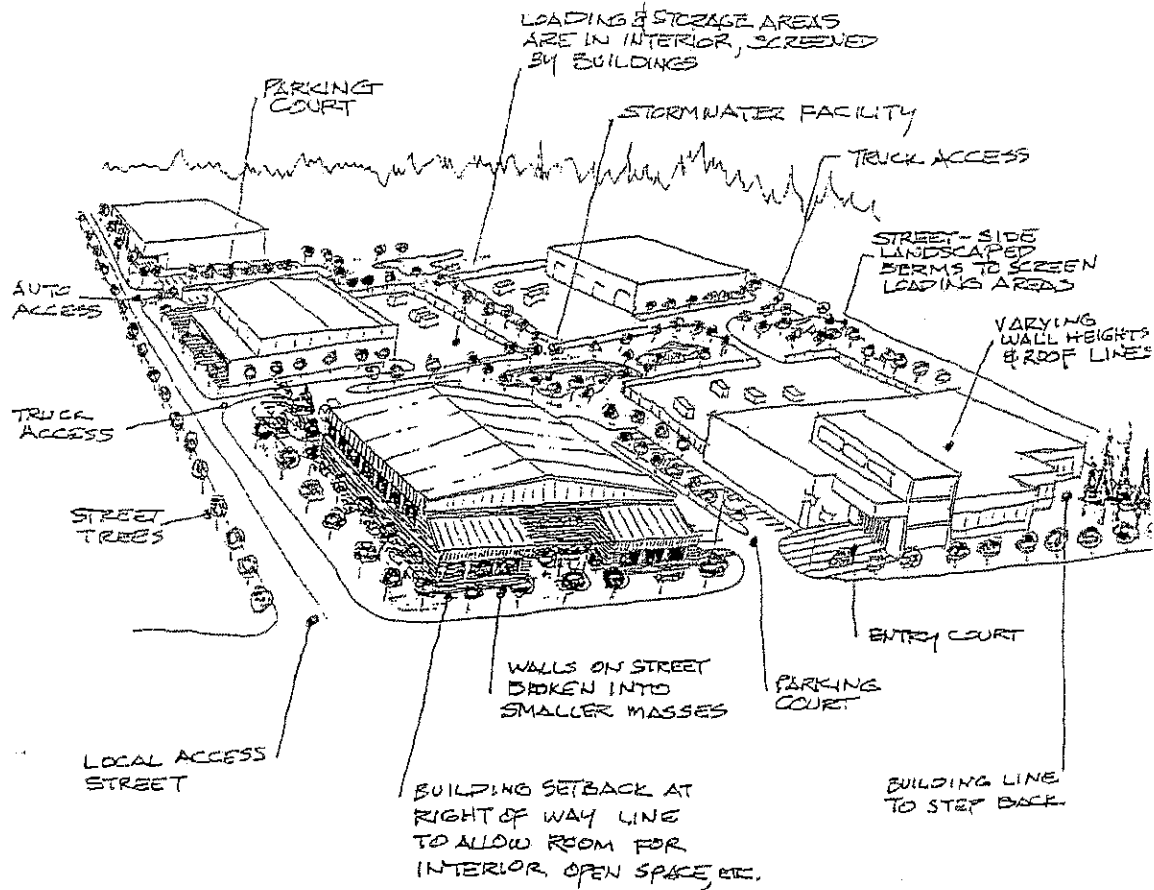
Height Maximum: 50 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers.

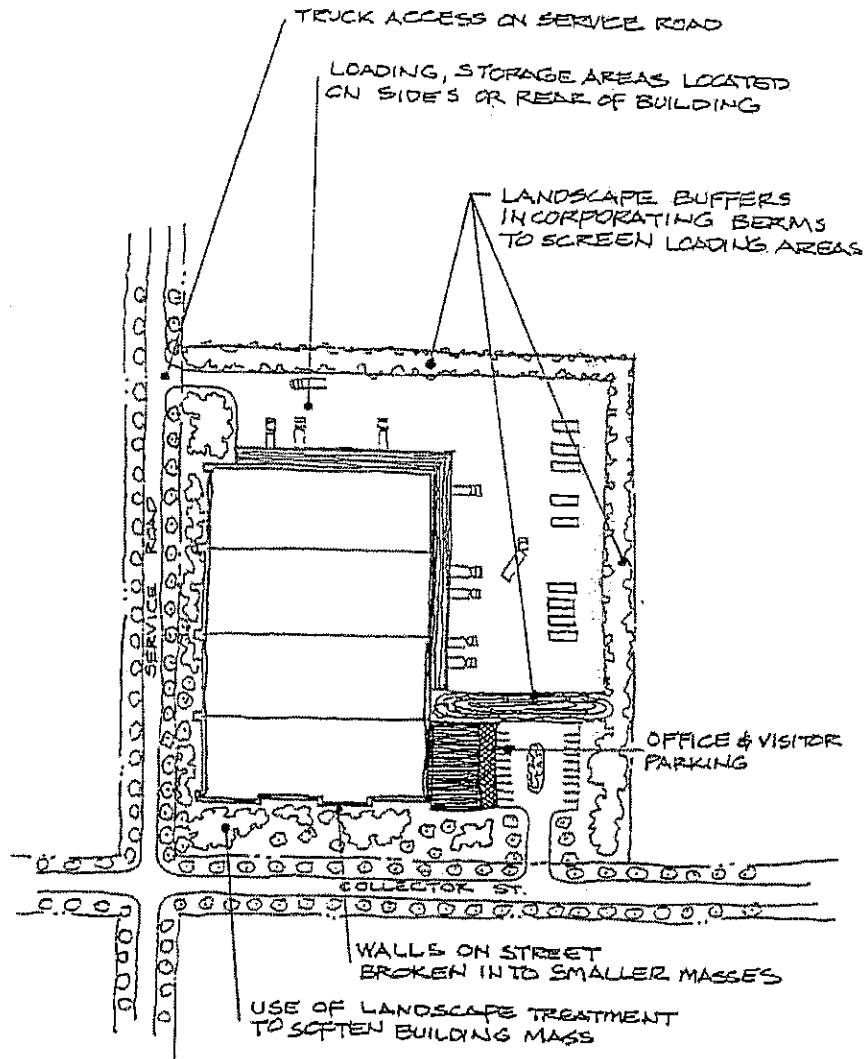
Warehousing, Distribution and Light Industrial Districts Drawing



Small to Mid-Size Warehousing Drawing

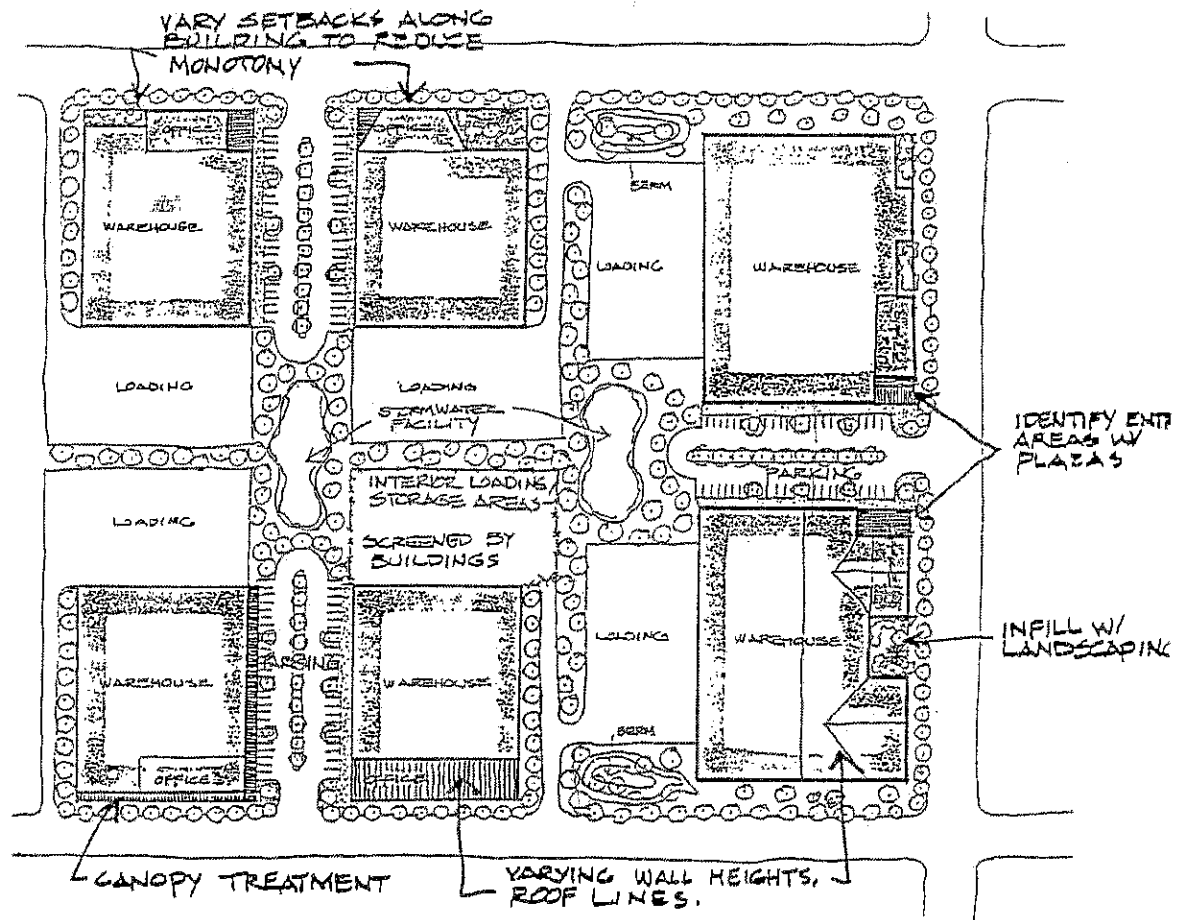


Large Warehouse Facility Drawing



LARGE WAREHOUSE FACILITY
> 30,000 SQ. FT.

Typical Warehousing Block--Small to Mid-Size Drawing



6. MIXED USE DISTRICT

Intent The mixed use center should contain commercial, office, warehousing and light industrial uses which to some extent can benefit from frontage on Airdustrial Way or which are inter-related.

Use Commercial, office, warehousing, and light industrial.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines should be varied; gables, dormers and entrance canopies should add variety as well as architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Incorporation of existing trees into site landscaping is required.

Placement Buildings should be located near the street edge with separate vehicle and truck access. Parking should be located to the side and rear of the buildings and, where feasible, interconnected parking lots are encouraged to the extent that this will be compatible in the long term. Parking areas should be screened with landscaping.

Setbacks Building setbacks are as follows:

Front yard: 20 feet.

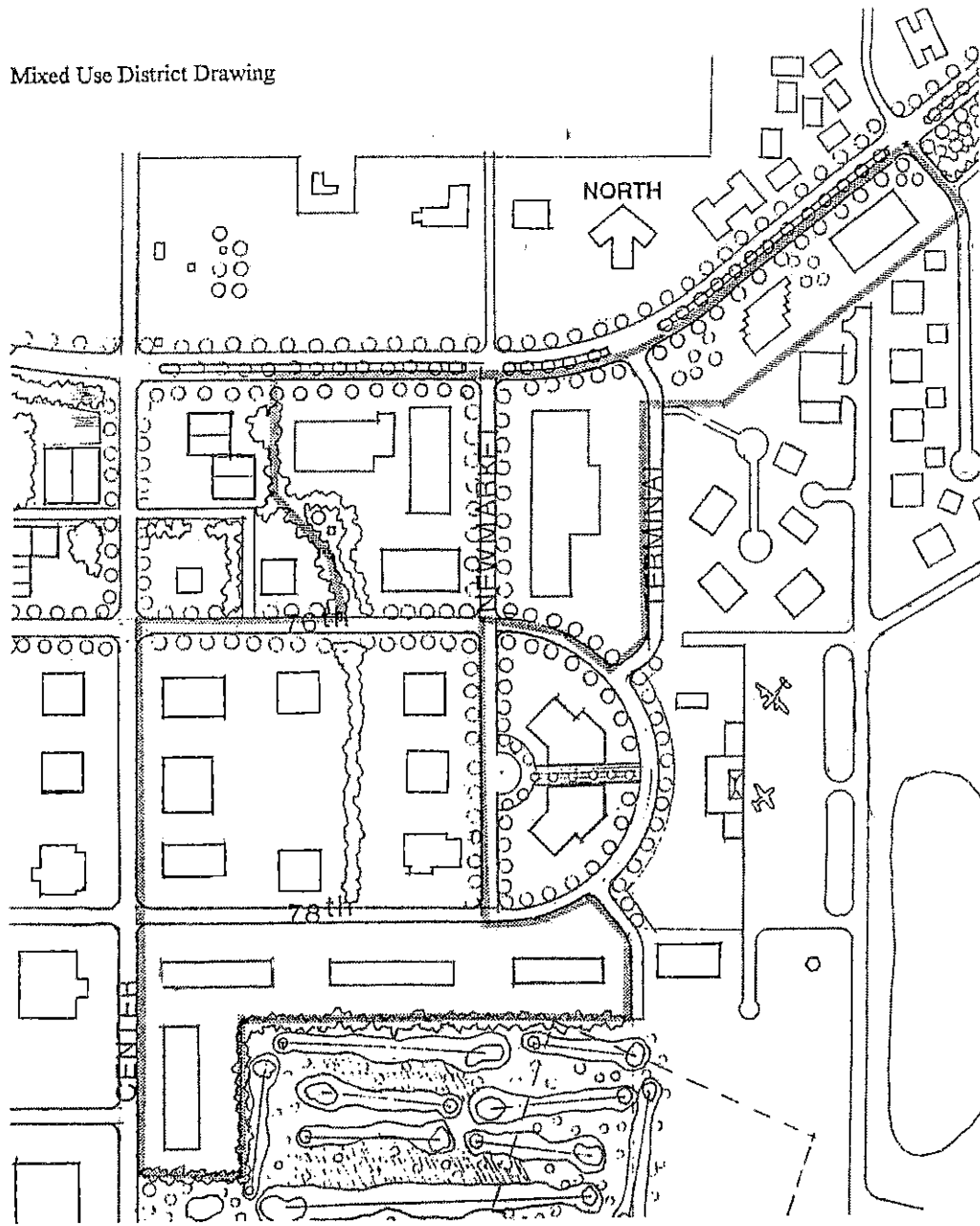
Side yard: 10 feet.

Rear yard: 10 feet.

Height Maximum: 50 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers.

Mixed Use District Drawing



7. TERMINAL CENTER

Intent The Terminal is a transportation center for passenger and air cargo services, and represents the border between Airdustrial and the Airport. In the long term, this center should include a restaurant, possibly overnight accommodations, meeting rooms, and Port management offices.

Use Transportation, commercial, retail.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Rooflines should be varied; gables, dormers and entrance canopies should add variety as well as architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Placement Buildings should be located near the terminal, and should front on the vehicle approach. Parking should be located in the front of the terminal.

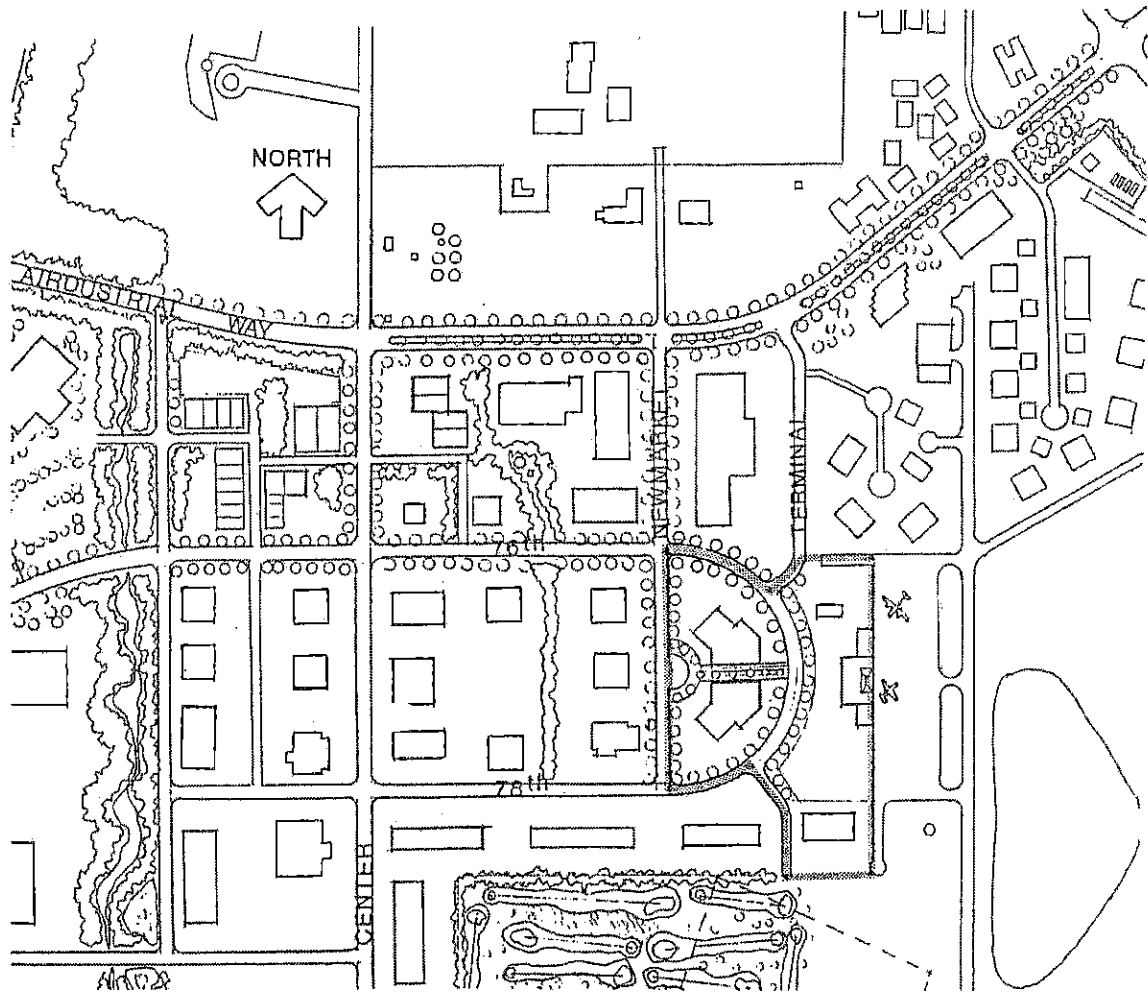
Setbacks Building setbacks are as follows:
Front yard: 20 feet.
Side yard: 10 feet.
Rear yard: 10 feet. None required if use abuts apron.

Height Maximum: 50 feet.

Parking Design of small areas of parking, separated by landscaped visual barriers, is required. Design of large, unbroken expanses of parking shall be avoided. A minimum of ten percent of parking areas shall be devoted to plantings and landscaping, which shall not be limited to the perimeter of the parking areas. Shade trees and shrubs should screen parking lots, providing shade for parked cars and to define pedestrian paths. Shared parking with adjacent land uses is encouraged where feasible.

□

Terminal Center Drawing



8. LIGHT INDUSTRY DISTRICT

Intent This district is intended for light industrial uses such as Cardinal CG.

Use Light industrial.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged. Use of existing trees is required to meet landscaping requirements. Rooflines and wall heights should be varied; gables, dormers, architecturally fenestrated facias and eaves should add variety. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Building materials such as metal, brick, masonry, glass, tile, stone or wood are allowed on the building facade.

Placement Access to the area is provided off of Pat Kennedy Way. Buildings should be located near the street edge. Parking should be located to the side and rear of the buildings, with shared parking lots where feasible. Parking areas should be screened with landscaping.

Setbacks Building setbacks are as follows:

Front yard: 20 feet.

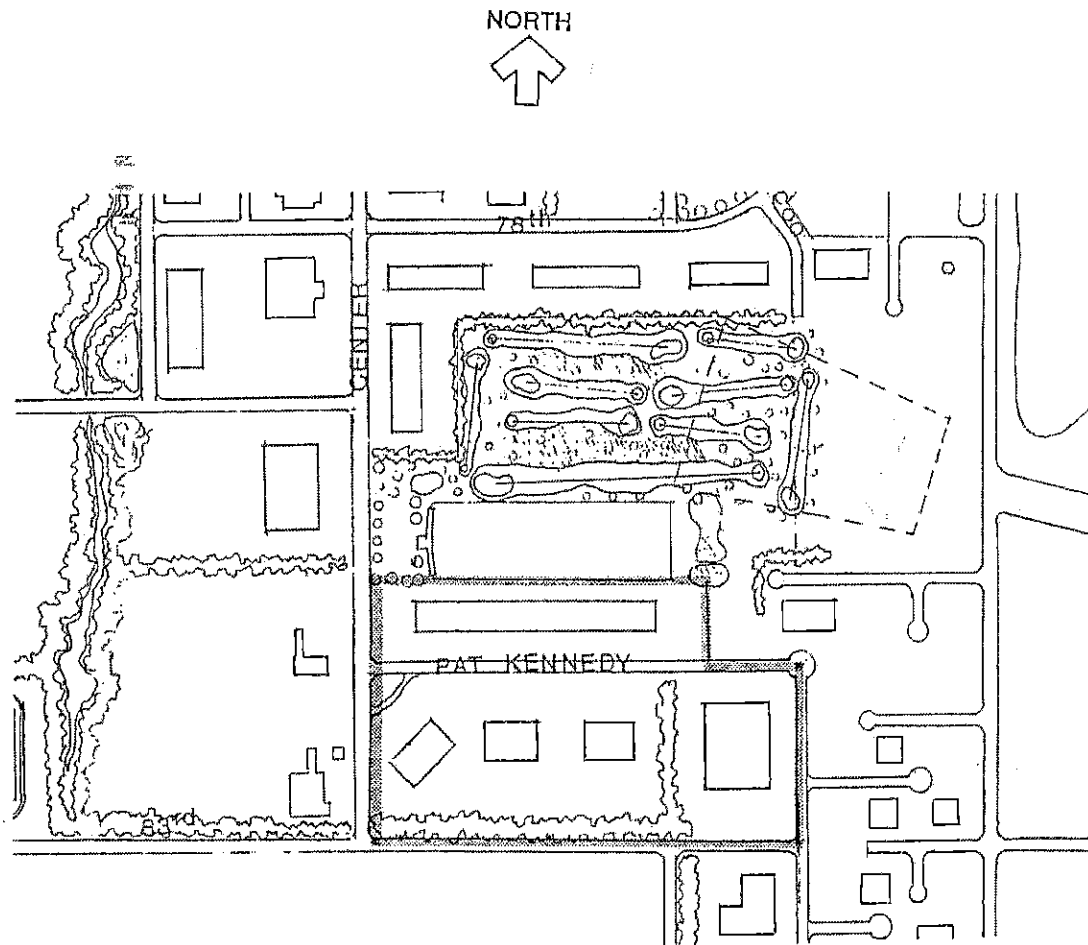
Side yard: 10 feet.

Rear yard: 10 feet.

Height Maximum Building Height: 50 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers.

Light Industry District Drawing



9. AIRPORT-ORIENTED INDUSTRIAL DISTRICT

Intent These development sites have both street and runway access, and are reserved for industries which require both.

Use Light industrial.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged, and existing trees should be preserved where feasible.

The rooflines and wall heights should be varied with the use of gables, dormers, architecturally fenestrated facias and eaves. Entrance canopies and plazas should be used to delineate the office entrance. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Placement Development of these sites should require two orientations -- one to the taxiway and the other to the roadway. Placement of buildings shall separate vehicle and airplane activities. Rear yard object-free areas are required and vary depending on the taxiway type, and shall constitute the traditional rear yard setback. Taxiways must be protected by a security fence. Side yard landscaping should be to the front of the building line or 200' from the street right-of-way, whichever is lesser. A typical hangar lay-out is shown on the attached page.

Setbacks Building setbacks are as follows:

Front yard: 10 feet.

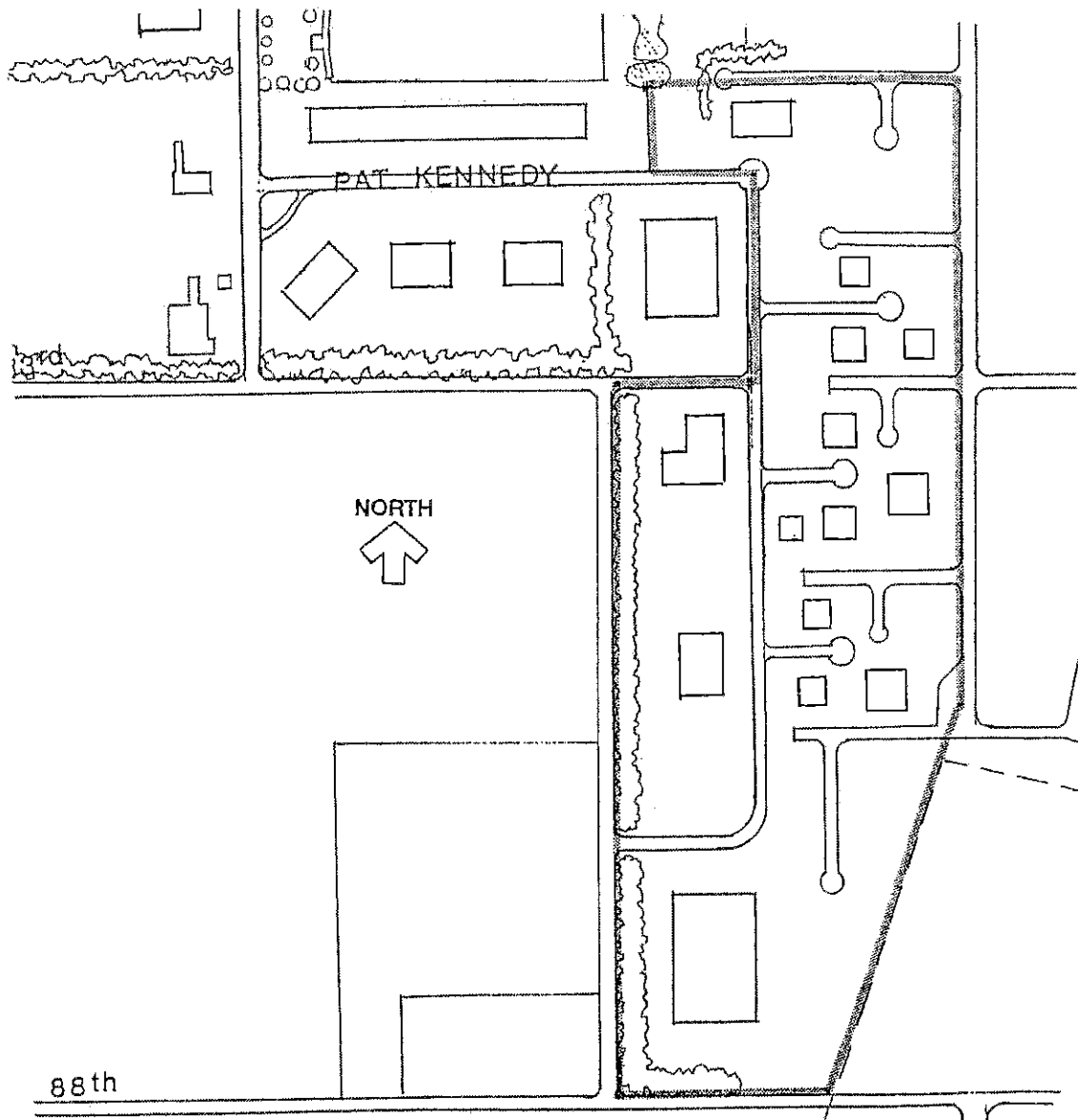
Side yard: 0 feet. However, apron areas may be continuous behind the building. This area should not be landscaped nor setbacks required.

Rear yard: 10 ft. or 0 ft. if use abuts an apron or taxilane.

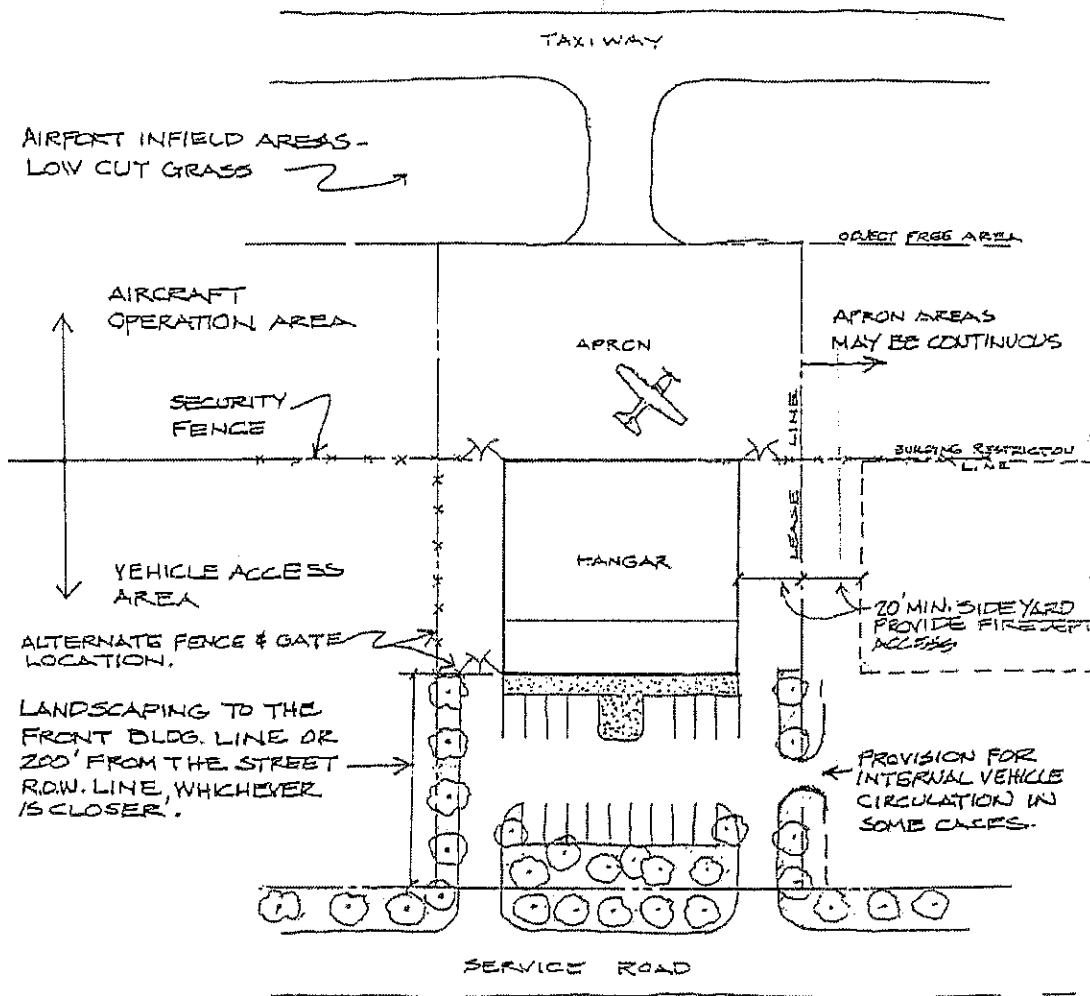
Height Maximum: 50 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers. Parking should be provided in the front or sides of buildings.

Airport Oriented Industry District Drawing



Typical Hanger Lay-out



10. RECREATION DISTRICT

Intent To maximize use of properties located within the cross-wind runway protection zone, per Federal Aviation Administration guidelines. Land uses on this site should be low intensity recreational uses.

Use Recreational. Structures which would enter the runway airspace are not allowed. No night lighting or glare will be allowed.

Character Landscaping and architectural details with distinctive accent colors should serve to lessen the impact of larger buildings. Shade trees should line and define the property, and indicate entrances. Landscaped berms are encouraged, and existing trees should be preserved where feasible.

The rooflines and wall heights should be varied with the use of gables, dormers, architecturally fenestrated facias and eaves. Walls should be architecturally contoured to provide attractive shadow line appearance from the street.

Building materials such as metal, brick, masonry, tile, stone or wood are allowed on the building facade.

Placement Development of this site must take into consideration neighboring land uses and compatibility issues.

Setbacks Building setback guidelines are as follows:

Front yard: 10 feet.

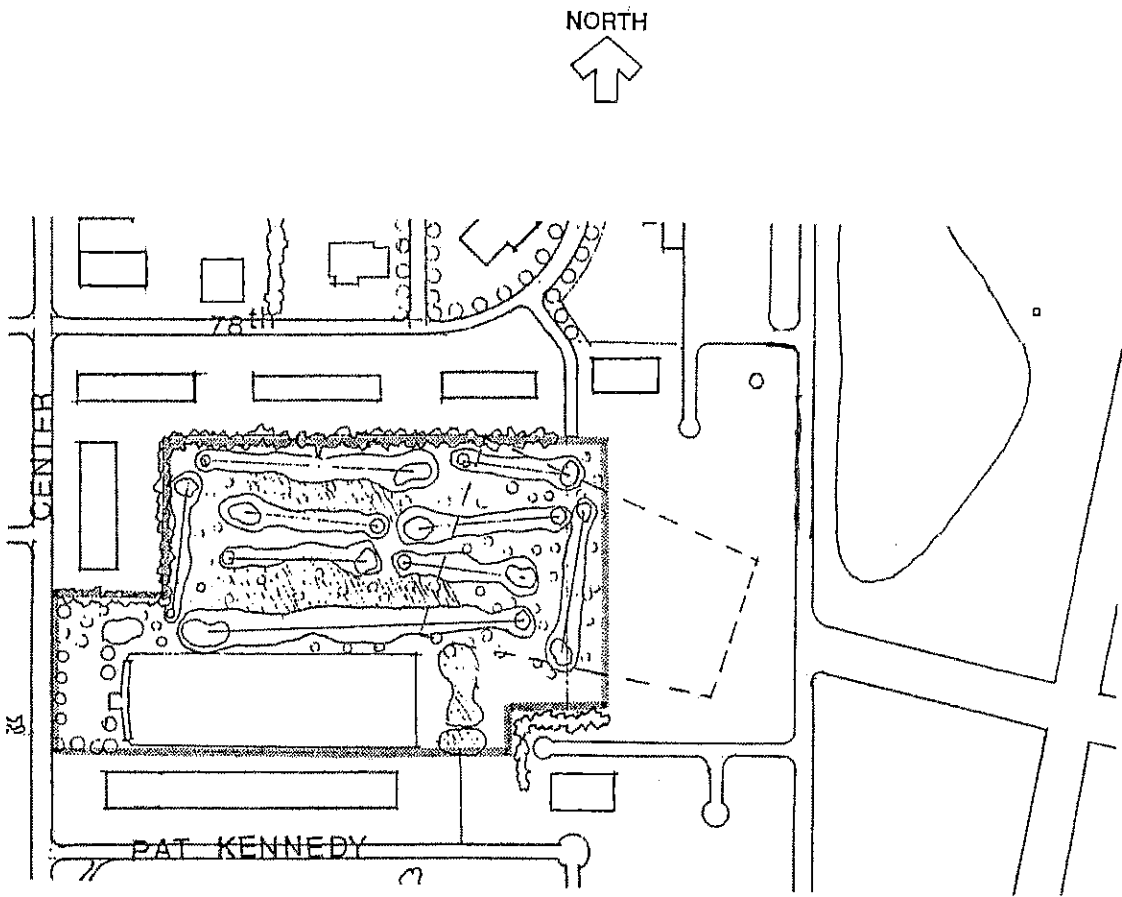
Side yard: 0 ft.. The nature of the use should not require additional setback areas.

Rear yard: 10 ft.

Height Maximum: 30 feet.

Parking Parking lots should be designed into small areas, separated by landscaped visual barriers. Parking should be provided in the front or sides of buildings.

Recreation District Drawing



D. Transportation Network

All streets at Airdustrial are Port-owned except for Center Street, Airdustrial Way, and New Market Street north of Airdustrial Way. The following section illustrates the street standards for all streets at Airdustrial Park, Port and City streets. A master street plan, and cross section for each class of street accompany the text.

1. Arterial Street

Airdustrial Way is the main access point to I-5 for Airdustrial industries and the major Gateway into Tumwater's civic core and the Tumwater Satellite Campus. Because of this significance, it should be attractive and efficient for both vehicles and pedestrians.

2. Collector Streets

There are two street standards for the Collector Streets in Airdustrial. The first standard is for Center Street between Airdustrial and 76th; and 76th and Terminal Street as it abuts the Terminal. This route should be the main grand entrance to Airdustrial Park and the Airport Terminal. A median alternating with trees and flags, on-street parking, curbs, sidewalks, street trees and a stormwater conveyance are the standard for these streets.

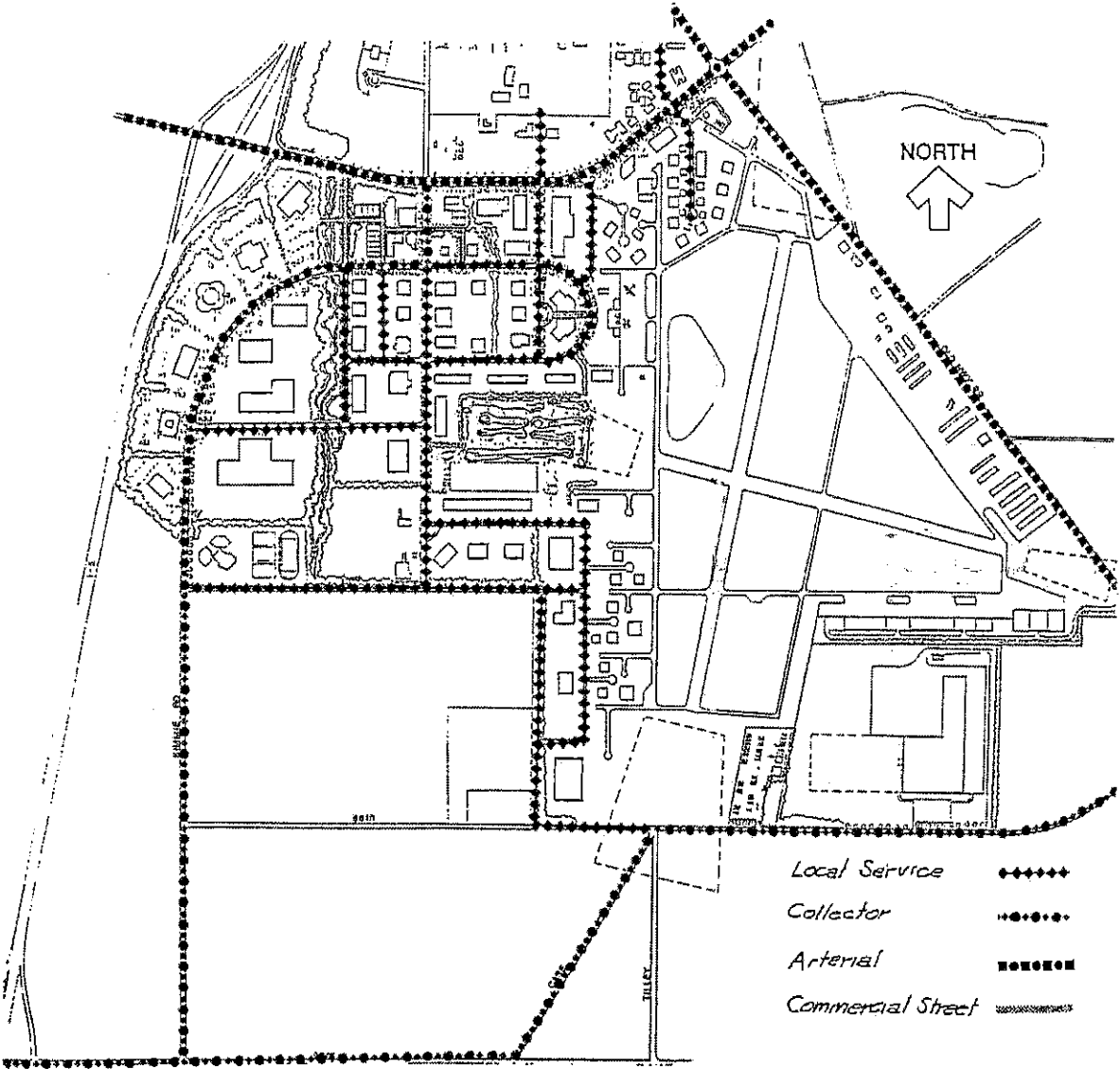
The second standard applies to the future Kimmie Road. This standard shifts the character of the street from urban to rural, with two lanes of traffic, one turn lane, no on-street parking, and a pedestrian/jogging/bicycle path setback from the road way with street trees serving as a buffer. A stormwater conveyance also becomes part of the street design, to serve both the roadway development and the upland site.

3. Commercial Streets

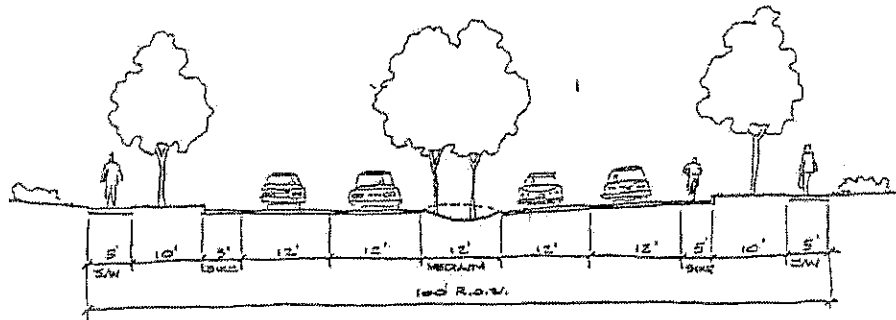
Staff designed streets in the commercial core for more intensive land uses, with on-street parking, curbs, and sidewalks buffered by street trees. Stormwater from this area is piped to the sub-regional facility.

Streets in the commercial core area are to be pedestrian-friendly "Main Streets", with sidewalks covered by building canopies and separated from moving traffic lanes by a row of on-street parallel parking, shade trees, and pedestrian-scale street lamps. Staff envision other pedestrian amenities, such as benches, planters, and cafes, along the streets in the core area.

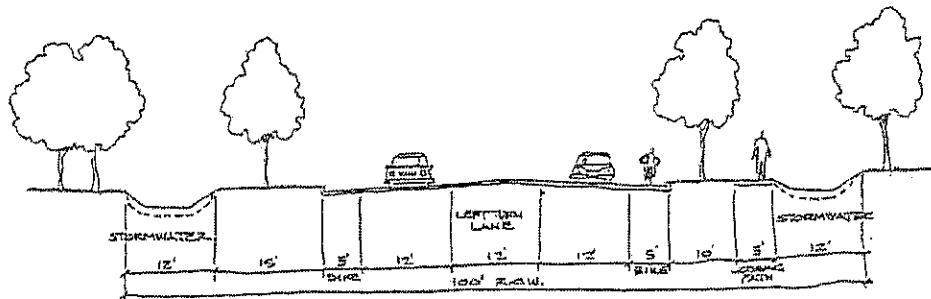
Transportation Network Drawing



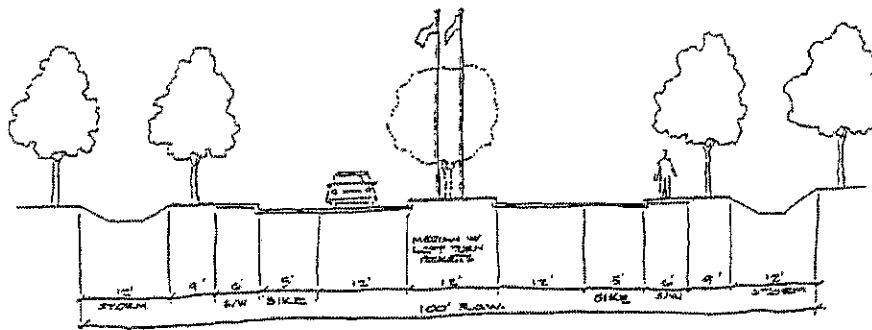
Street Standards Drawing



Airdustrial Way - City Gateway

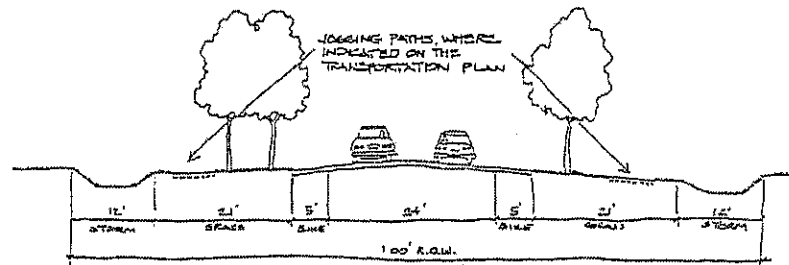


Kimmie Road - 83rd to Center Street
Center Street - North of 76th

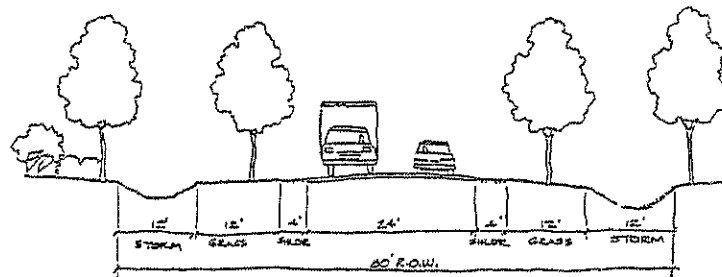


76th East of Center Street
(Port R-O-W)

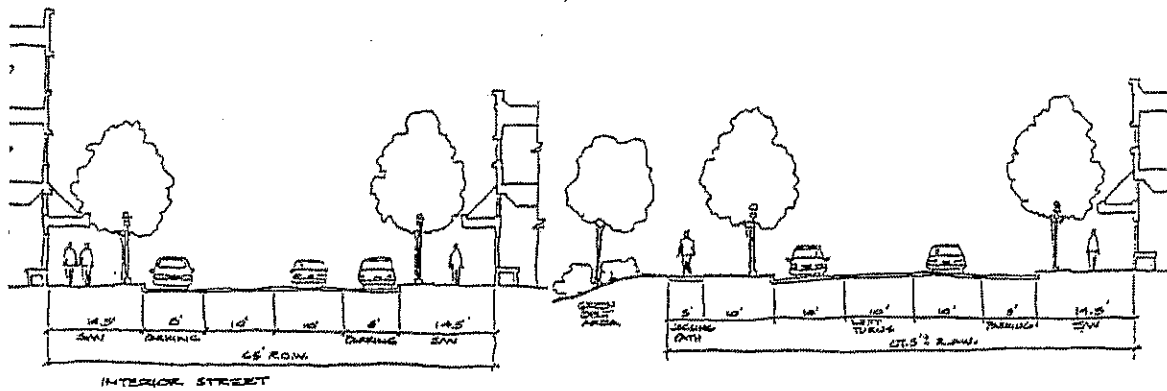
Street Standards Drawing



Center Street South of 76th



Local Service Street
(Port R-O-W)



Commercial Street
(Port R-O-W)

4. Local Streets

All remaining streets at Airdustrial are Local Streets. The standard for these streets are two-lane, no on-street parking, gravel pathways, and stormwater infiltration swales with street trees.

5. Recreational Path

On most warm summer days, especially during lunch hour, joggers and walkers travel the Airdustrial Park street network. A recreational path is incorporated into the street standard network for the long-term development of Airdustrial Park. In addition, the Port proposes a new greenbelt system with a pathway as a part of the stormwater system for Airdustrial Park. These pathways are for local employees, school children, and the community. Previously discussed street standard cross sections illustrate this pathway, while the greenbelt system is discussed further below.

E. Stormwater Management Guidelines

The Port has analyzed its options for stormwater management at Airdustrial Park. The concepts based upon this analysis are included in this master plan as they may impact site design and land uses.

The approach is to develop both on-site and sub-regional facilities to control surface water. The first level of control would occur on-site, and meet all present regulatory requirements for water quality treatment. This level of control would be primarily provided by the tenants. Roof run-off would be separated and directly infiltrated on-site. Run-off from the rest of the site would be subject to best management practices. After passing through a tenant's source control program, run-off would sheet flow through grassy biofiltration areas into adjacent roadside ditches where it would be infiltrated.

A second level of control may be provided by the Port at a later date if required. It would involve the lining of roadside ditches to create a collection and conveyance system which would lead to a series of five sub-regional treatment/infiltration facilities. A monitoring program of surface water and ground water would be used to determine when, or if, this second level of additional water quality treatment would be needed. With this two-level control plan and associated monitoring, the long-term protection of the region's ground water resources would be assured.

The stormwater management plan concepts which are incorporated into this land use plan are:

- Creating natural grassy medians and road shoulder areas to be used as biofiltration strips which requires coordination between building setbacks and street standards;

- Using on-site bio-filtration of surface water;

- Allowing areas needed for stormwater collection, treatment, and disposal within setbacks and as part of the site landscaping;

Incorporating sub-regional stormwater facilities into the land use plan, using a multiple-use approach by incorporating recreational activities into the design; and

Using greenbelts for the storage and treatment of stormwater interspersed between walking paths to the various buildings.

The districts which feature sub-regional facilities include the Corporate Campus, Recreation District, Warehousing Distribution and Light Industrial Districts. In the last district, a greenbelt is oriented within the interior, along a north-south axis shown on page 39. This greenbelt is intended to perform critical drainage/groundwater recharge functions, as well as an internal linkage for pedestrians and cyclists connecting district uses and adjacent uses from the middle school to the commercial core. Within the Recreation District, stormwater ponds are integrated with a 9-hole golf course, which uses the water for irrigation and water hazards. The sub-regional stormwater facilities within the Corporate Campus District, and to some extent the Commercial Core, are intended to be incorporated along the perimeter of development.

Pedestrian and bicycle trails, used by employees for lunchtime strolls and after-work jogs, would also be available to citizens of Thurston County as a recreational amenity. These areas are also potential sites for playgrounds.

F. Landscaping and Greenbelt Guidelines

1. Landscaping Guidelines

These guidelines promote the establishment of compatible and continuous landscape development to enhance and unify Airdustrial Park. The goal is to create the sense of an established, professional, business-park atmosphere. To some extent each preceding section of this plan has addressed landscaping, from street standards, to land uses and stormwater management. These guidelines reinforce earlier concepts; and to promote a neat and well maintained appearance in areas not covered by buildings or parking; to enhance the existing site character, and to minimize the adverse visual and environmental impacts of large paved areas.

Landscaping should delineate site entrances.

Parking lots should be shaded and landscaped inside as well as on the perimeter.

The setback space between streets and parking lots should be fully landscaped. Where possible, berming should be provided in order to screen parked cars and to prevent headlights from disrupting traffic. Where berms are not possible due to space limitations, the parking should be screened through use of coniferous trees and/or appropriate shrub plantings.

Landscaping should be used to help define pedestrian paths and areas.

Landscaping should accentuate the architectural details of site buildings.

Shade trees should line and define the building and property perimeters (when feasible with adjacent uses). Sidewalks adjacent to the building should be setback with landscaping in between.

Existing trees should be retained where possible.

The tenant is responsible for maintaining landscaping associated with their site in a groomed, weed-free condition. This requirement would be monitored and enforced by both Port and City staff, relying upon the original landscaping plan as the standard.

2. Greenbelt Guidelines

Two greenbelt systems are proposed for Airdustrial. One is around the perimeter of Airdustrial, primarily on the south and west sides. Most of the trees which should be a part of this system are existing trees. A second system is proposed as part of the north-south sub-regional stormwater facility. Some trees which would be a part of this system are existing trees; others would have to be added, especially at the north end of the system. These concepts will be further refined in 1995 with the assistance of a forester.

The existing trees in the undeveloped areas of Airdustrial are a significant amenity and should be preserved and incorporated into site designs for each parcel that abuts the Greenbelt. As a rule, the greenbelt areas should not be included within future leases unless the tenant is committed to retaining and maintaining the Greenbelt. Adjacent tenants should ensure that developments on their site do not adversely impact the greenbelt system.

Existing and new trees should be combined in the following greenbelt areas:

At the entrance to Airdustrial on Center Street. These trees create a boulevard atmosphere and add to the aesthetic value of Airdustrial. A viable strip should be preserved the length of Center Street between Airdustrial Way and 77th (or so);

Within the Commercial Core District, primarily on the north perimeter and within the future sub-regional stormwater facility;

On the western border of the Corporate Campus;

Between the school site and future uses to the north;

Along the north-south future sub-regional stormwater facility in the Warehousing District;

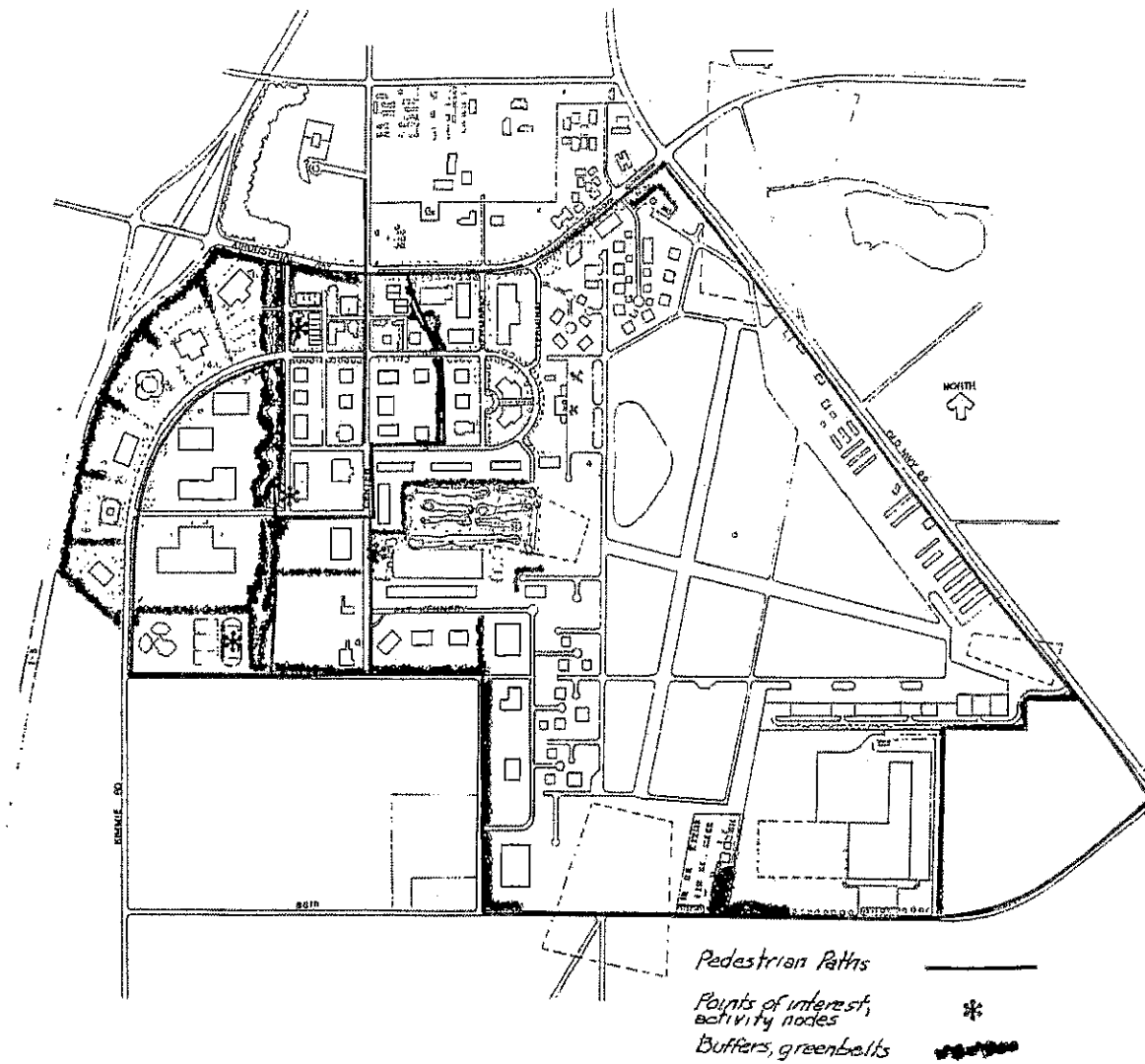
Along 83rd and Armstrong Street;

Along the north-south future sub-regional stormwater facility in the Mixed Use District;
and

At the entrance to the Port's New Market properties along the road that goes to the Brighton Grange, and those trees within the development to the south of 73rd.

Around the Light Industrial District.

Greenbelt and Recreation Drawing



Chapter Four -- Airport Master Plan Update Summary

I. Introduction

This section represents a summary of the 1996 Airport Master Plan, and an update to the Airport Lay-out Plan and capital facilities list in 2000. The 1996 Airport Master Plan Update is included by reference in its entirety into the Port of Olympia Comprehensive Plan. Because of the size of the 1996 Airport Master Plan Update, a summary of key elements and conclusions is presented in the following text and drawings, as well as a summary of the changes made to the Airport Lay-out Plan and list of capital projects in 2000.

II. Airport Role

The Olympia Airport is publicly owned and operated and provides services to the communities of Olympia and Thurston County. The airport is included in the 1998 National Plan of Integrated Airport Systems (NPIAS), which is published by the U.S. Department of Transportation Federal Aviation Administration. The NPIAS contains 3,344 existing airports representing the nation's system of public-use airports in the United States. The Plan documents capital improvement recommendations planned for the maintenance and development of the nation's airports over a 5-year period and defines federal funding availability based upon established service level and role for each airport.

According to the 1998 NPIAS, the service level for Olympia Airport is presently designated as General Aviation. This class of airport service level may provide one or more of the following services: community access (within 30 minutes average driving time) to the national airport system, U.S. mail service, Military activity, and/or other functions related to the accommodation of ten or more based small single- and multi- engine aircraft.

Commercial service airports enplane annually 2,500 or more passengers and receive scheduled passenger service. The airport had scheduled service during the first 11 months of 1993. Enplanements totaled 6,596 for the year, thereby meeting the commercial service level category during that period..

The Airport Role classification relates to airport design, construction, and maintenance to accommodate aircraft of certain size. Olympia Airport's role, as designated in the 1998 NPIAS, is General Aviation. Transport airports accommodate business jet and transport type passenger airlines. The current Washington State Airport System Plan (WSASP) Airport Data Collection Assessment Data Base also notes the General Aviation Service Level for Olympia Airport.

III. General Airport Site Description

Olympia Airport and Airdustrial Park are located two miles south of Olympia, within the city limits of Tumwater. The combined land area of these facilities represents the total acreage of airport property amounting to 1,500 acres; 1,461 acres are within Tumwater and the remaining 39 acres in Thurston County. The Port also controls a total of 76 acres adjacent to airport property located north, east, and south for runway protection zone easements. Fifty-seven of

these acres are in Thurston County. Airfield facilities occupy the east portion of the property; the business park occupies the west portion. The airfield elevation is 206 feet mean sea level (msl) and the airport reference point (ARP) is 46° 58' 14.129"N, Longitude 122° 54' 10.111"W. (O.C. 645/February 1993).

The area to be studied in the Airport Layout Plan Update consists primarily of the airfield area and does not include areas associated with the business park. For the purposes of this study, this area is defined by an airport planning boundary, and is shown on the attached drawing, Airport Planning Area. (All drawings for this chapter are located at the end of the chapter).

The combined Airdustrial Park and airfield property consists of an irregular shaped parcel of land, bounded on the west by Interstate 5 and on the east by Old Highway 99. Airdustrial Way represents the northern boundary of the property. The southern boundary of the business park is 83rd Avenue S.W. and 88th Avenue S.W. marks the southern-most boundary of the airfield property. General aviation facilities are located in the east area of the airfield and commercial air carrier and corporate aviation facilities are primarily located along the west boundary of the airport planning area. Runway and taxiway facilities are centrally located within the airport planning area site.

The west side of the airfield generally consists of three functional areas; the northernmost section is open space, undeveloped, and has previously been reserved for corporate aviation development. The central section consists of land currently developed for commercial passenger facilities. A Federal Aviation Administration Air Traffic Control Tower (FAA ATCT) is located at the southern boundary of this section. The southern section of the west-side area contains some aviation-related development with development ready space currently reserved for aviation-related commercial development.

The east side of the airfield consist of general aviation facilities including aircraft hangars, Fixed Base Operators (FBO's), airport offices, and aircraft storage and apron facilities.

Agricultural activities occupy the southeast portion of the airfield property, and area that is presently unimproved and undeveloped. According to the current airport master plan, this area is reserved for future aviation-related use developments.

a. Airside Facilities

The following includes discussion regarding airside facilities present at Olympia Airport. Airside facilities include runways and taxiways. There are two runways in operation at Olympia Airport with numerous connecting taxiways providing access and egress to the general aviation and air carrier/corporate aviation areas located northeast and west with respect to the runways on the airfield. The Proposed Updated Airport Layout drawing depicts these facilities in a general fashion located at the end of this chapter.

b. Runways

The primary runway at Olympia Airport is Runway 17-35. It measures 150 feet wide by 5,419 feet long and is constructed of asphalt concrete. The effective gradient is 0.266 percent. Pavement strength is as follows:

30,000 lbs. single gear
50,000 lbs. dual gear
100,000 lbs. dual-tandem gear

The threshold to Runway 17 has been displaced by 427 feet, resulting in a usable length of 4,994 feet for landing and 5,419 feet for takeoff. The specified landing length for Runway 17 does not comply with FAA safety and object free area design standards. Runway 35 is currently utilized at its full length, but also does not comply with current FAA design standards. The runway is a precision category runway with Category 1 ILS capability. The runway has Medium Intensity Runway Lights (MIRL). Runway 17 has a Medium Intensity Approach Lighting System and Runway Alignment Indicator Lights (MALSR). Pavement conditions are classified as good for the entire length of the runway.

The secondary runway at Olympia Airport is Runway 8-26. It currently measures 150 feet wide by 4,157 feet long and is also constructed of asphalt concrete. The existing effective gradient is 0.03 percent. The runway has no displaced thresholds. Pavement strength is currently rated at 30,000 pounds single gear and rated as poor, with a PCI rating of 45.

IV. Airfield Design

The airfield currently serves general aviation activities; however, , the west side of the airfield, including Runway 17-35 and Taxiway "W," can also accommodate air carrier and corporate general aviation segments of activity which use larger aircraft than other aviation activities on the airport. It is recommended that this runway/taxiway system be maintained to accommodate aircraft in accordance with Airplane Design Group III standards. The interior locations on the west side of the airfield accessed via existing taxi lanes can be designed and maintained to "B-I" or "II" design standards where appropriate in order to make the best utilization of available area (these classifications being less demanding in their design criteria). In order to preserve existing, larger airfield design separations elsewhere within the Runway 17-35 runway/taxiway system Airplane Design Group III standards are recommended to be retained for future flexibility.

It is recommended that Runway 8-26 and its associated taxiways be maintained for "B-II" aircraft with the option to design and maintain the less demanding "B-I" standards between hangars,

Tie-downs, and taxi lanes where appropriate in order to best utilization available area, should the port desire. The proposed future development in the northwest quadrant of the airfield should be designed to accommodate design group "II" aircraft and the future general aviation area located southeast of Runway 26 should be designed to accommodate design group "II" aircraft.

V. Airside Facility Development

a. Runway System Improvements

Maintain the runway's existing ARC C-II design standards, but preserve the option to implement Design Group III criteria for the west side of the airfield in conjunction with the future reinstatement of commercial passenger service. This will require the Runway 17 threshold to be relocated approximately 677 feet to the south to resolve existing ARC C-II non-standard conditions (i.e., Runway 17 SA and OFA length requirements). To accommodate this loss of runway pavement, the south end of the runway is to be shifted approximately 758-feet to the south to provide an overall runway length of 5,500 feet. This specified length would preserve the airport's capability to accommodate approximately 100% of the fleet (i.e., airplanes greater than 12,500 lbs. and less than 60,000 lbs.) at 60% useful load during wet pavement conditions. In addition, the existing 150-foot runway width and pavement strength (i.e., 30,000 pounds single wheel, 50,000 pounds dual-wheel, and 100,000 pounds dual tandem-wheel) are to be maintained.

The existing precision approach standards to Runway 17 are to be maintained, with the existing non-precision approach on Runway 35 being upgraded to precision standards (i.e., ½-mile visibility minimums). A determination will also be made by FAA Flight Procedures regarding the possibility of lowering the existing 250-foot ceiling height restriction on the Runway 17 precision approach to 200 feet.

The existing Runway 35 VASIs are to be upgraded with PAPIs, and PAPIs are to be installed on Runway 17. Portions of the Runway 17 MALSR are to be either relocated, or upgraded entirely, with all fixtures being converted to an above ground installation configuration. Also, the Runway 35 REILs are to be relocated in conjunction with the runway extension, including the upgrade/extension of the medium intensity runway lights (MIRLS) to high intensity runway lights HIRLS. In addition, the localizer antenna array must be relocated to comply with ARC C-II dimensional criteria for the future runway safety area (RSA).

Runway 8-26 is the secondary runway for the airport. This plan has recommended that the runway's existing ARC B-II design standards be maintained and the current length of 4,157 feet be preserved. The width of the runway segment located east of Runway 17/35 is to be reduced to 75 feet, and install Medium Intensity Runway Lights (MIRLS). PAPIs are to be installed at each runway end, and the runway's existing gross weight bearing capacity of 30,000 pounds single wheel is to be maintained. The existing visual approach standards are to be upgraded to non-precision approaches with one-mile visibility minimums.

There are no new runways recommended for development for the 20-year master plan period nor are there any presently indicated as place-holders for the 20-year period

b. Taxiway System Improvements

Runway 17/35 Taxiway System. Taxiway "W" is to be maintained at the existing 50-foot width, with MITLs and signage, and extended to serve the future approach end of Runway 35. The existing Design Group III dimensional criteria for Taxiway "W" is to be preserved. Taxiway "F" is to be relocated to a 400-foot centerline separation from the runway, with its development being phased in conjunction with the future decommissioning of the VORTAC. The initial development of this taxiway, which includes MITLs and new signage, would connect the relocated Runway 17 threshold with Taxiway "F", and link the future approach end of Runway 35 with Runway 08/26. Taxiway "B" is also to be removed and repositioned to serve the relocated Runway 17 threshold. The west side portion of this taxiway is to be constructed to a 50-foot width, with MITLs and signage, utilizing Design Group III dimensional criteria. The east side portion of this taxiway is to be developed to Design Group II dimensional criteria, with a 35-foot width, MITLs, and signage.

Runway 08/26 Taxiway System. Taxiway "G" is to be realigned at a 240-foot centerline separation from the runway, constructed to a 35-foot width, and developed to Design Group II dimensional criteria. MITLs are to be installed on that portion which serves as an exit taxiway for Runway 17/35, with the remaining segments being equipped with edge reflectors. A new parallel taxiway is to be developed at a 240-foot centerline separation on the north side of the runway. This facility is to be constructed to a 35-foot width, and developed to Design Group II dimensional criteria. MITLs are to be installed on that portion which serves as an exit taxiway for Runway 17/35, with the remaining segments being equipped with edge reflectors.

Access Taxiway System. Taxiway "E" is to be maintained at existing 50-foot pavement width with Design Group II dimensional criteria. Install edge reflectors and maintain signage. Remove portion of Taxiway "C" located west of the repositioned Taxiway "F". Also relocate the compass calibration pad further to the east on Taxiway "C", between Taxiway "D" and Taxiway "F" and install edge reflectors.

c. Pavement Maintenance Measures

Much of the existing pavement on the airport was originally constructed more than forty years ago. Pavement maintenance measures recommended in this plan are based upon previous maintenance measures and current conditions. The Port has in place a Pavement Management Program, with projects ranging from light to extensive crack sealing to total reconstruction of portion of existing pavement. All pavement maintenance projects for the Airport are listed in the capital facility plan for the airport.

VI. Landside Facility Development

Landside Development:

General Aviation Facilities. T-hangar and executive hangar infill development is programmed for the existing east side general aviation development area, with a future general aviation expansion development area, consisting of approximately 86 acres, being identified within the southeast quadrant of the airport, on the south side of Runway 08/26 and east of Runway 17/35. Additional access road and vehicle parking are also recommended in conjunction with this proposed development.

Expansion of the existing corporate aviation development area is also recommended within the northwest quadrant of the airport. Approximately 40 acres has been designated for these uses.

Commercial Passenger Terminal Facilities. An expansion area, consisting of approximately 20 acres has been designated adjacent to the existing passenger terminal building. This area is provided with excellent vehicular access from Airdustrial Way via Terminal Street S.W., and can accommodate the expansion of both airside and landside facilities associated with terminal area complex.

Aviation-Related or Non-Aviation Industrial/Commercial Facilities. Approximately 112 acres located within the southeast quadrant of the airport is designated for aviation-related/non-aviation industrial or commercial development. Vehicular access would be provided from 88th Avenue S.E. and Old Highway 99 S.E. In addition, a future aviation-related industrial area, consisting of approximately 70 acres, is located within the southwest quadrant of the airport. Vehicular access to the area is provided from Armstrong Road S.W., which intersects 83rd Avenue S.W. to the north and 88th Avenue S.E. to the south. In addition, an approximate 7-acre tract of future non-aviation industrial development is located southwest of the intersection of 83rd Avenue S.W. and Armstrong Road S.W., with an additional 17-acre tract located southeast of the approach end of Runway 35 and south of 88th Avenue S.E.

Support Development:

Multi-Use City Fire Station/ARFF Facility. The Port has identified a potential location for a new multi-use fire station/ARFF facility located within the southwest quadrant of the airport, at the northeast corner of Armstrong Road S.W. and 88th Avenue S.E. From this location, the City of Tumwater could easily expand future fire protection services associated with future property annexations, as well as provide ARFF services to the airport. Prior to the development of this new facility, airport fire protection services will be provided from a newly constructed fire station located on Capital Way. Therefore, a new ARFF emergency access road, linking Old Highway 99 S.E. with the approach end of Runway 17, is required to meet the specified ARFF response times. In addition, the Port has identified the location of a new controlled access emergency response road linking 88th Avenue S.E. with 93rd Avenue S.E. through the Runway 35 RPZ.

Airport Office/Maintenance Facility. The Port has identified a new development area for the Airport Administration Office/Maintenance Facility located southeast of the intersection of

Terminal Street S.W. and 78th Avenue S.W. The site is provided with excellent landside/airside access, and would not conflict with the long-term expansion requirements of the passenger terminal area.

Wash Down Facility. The Port has identified a future general aviation wash down facility located within the east side general aviation development area, at the east end of T-hangar "C". An alternate location has also been identified on the east side of T-hangar "G".

Property Acquisition:

Runway 17 RPZ. Approximately one acre of RPZ easement acquisition is recommended within the future Runway 17 RPZ.

Runway 35 RPZ. Approximately twelve (11.7) acres of property acquisition is recommended within the existing and future Runway 35 RPZ.

Roads. Closure of the east/west portion of 88th within the runway safety zones for the shifted 17/35, as well as portions of Case and Tilley roads will be necessary to shift Runway 17/35 south.

With the shift of the Runway 17/35 to the south 758 feet, the associated object free and safety areas, and runway protection zone, must also shift to the south. These roadways are located within Thurston County and are planned to be annexed into the City of Tumwater as part of the Urban Growth area.

The impacted roadways are Case, Tilley, and the east to west portion of 88th that traverses these protection zones. These roads are important collectors for south Tumwater and also provide vital emergency services linkages, particularly to the Armstrong Road area neighborhood Scheller Park. Three alternative conceptual alignments for Tilley road have been identified, and a replacement connection for Case Road. The three alternatives are illustrated at the end of this chapter as Alternative One, Two and Three, and a Case Road Realignment.

VII. On-Airport Land Use

Land use on the airport is defined by the character, function, and business activity taking place at that location. As the airport has grown over the years, the character of on-airport development has evolved into areas of homogeneous activity and uses. The pattern of development has not taken place solely out of happenstance but via a general yet informal land use strategy managed by the port. To date there have been no formally defined land use districts on the airport or Airdustrial park. The port has undertaken a comprehensive land use planning effort for all port properties and is in the process of updating this effort simultaneously with the Airport Layout

Plan Update. Each study has benefited from policy, development strategy, and technical findings of the others undertaking with findings being utilized in the preparation of each respective document. On-airport land use is shown on the attached drawing, entitled On-Airport Land Use. The on-airport land uses described below are consistent with the port comprehensive land use plan.

The area on the airport along Old Highway 99, known as the general aviation flight line, will continue to be developed to support the private aircraft owner and the FBO functions located there.

The area on the airport west of Runway 17-35 and north of Runway 8-26 was formerly known as Planning Area 2. Under the comprehensive land use plan, the area will continue to be developed to support the corporate aircraft owner and airline passenger terminal functions. The corporate aircraft area is defined as the *Airport-Oriented Corporate District*. The northern portion of the corporate district may be utilized for airport support functions. The passenger terminal area is defined in the land use plan as *the Terminal Center District*.

The area west of Runway 17-35 and south of Runway 8-26, formerly known as Planning Area 3, will continue to be developed to support and aviation-related, commercial aviation businesses, and the corporate aircraft owner. This area is defined as the *Airport-Oriented Industrial District*.

The area east of Runway 17-35 and south of Runway 8-26, formerly known as Planning Area 4, will continue to be held in reserve for future aviation and light industrial development land uses. The area is divided into two distinct land uses. The northern portion is defined as a general aviation reserve area for future general aviation developments. The southern portion of the area is defined as the *Warehouse, Distribution and Light Industrial District*.

The following tables E 1-3 are a spreadsheet representation of all of the projects necessary to implement the Airport Lay-out Plan, and many of the projects described above. As these projects are programmed into specific years for implementation, they will be moved into the annual budget and facility plan contained in Chapter 5.

Table E1

PHASE I (0-5 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Olympia Regional Airport Layout Plan Update*

Project Description	Note	Total Costs	Recommended Financing Method		
			Sponsor (a)	Private (b)	Federal (c)
2001 Projects					
**A.1	Acquire Property for Runway 35 RPZ & Approach Protection (Approx. 11.7 Acres)	\$1,200,000.00	\$120,000.00	\$0.00	\$1,080,000.00
**A.2	Acquire RPZ Easement for Runway 17 (Approx. 1 Acre)	\$44,000.00	\$4,400.00	\$0.00	\$39,600.00
**A.3	Relocate Segment of Case Road & Extend Armstrong Road Linking 88th Ave. S.E. with 93rd Ave. S.E.	\$470,000.00	\$47,000.00	\$0.00	\$423,000.00
**A.4	Close Segment of 88th Ave. S.E., Tilley Road, and Case Road, Including Pavement Removal	\$2,120,000.00	\$212,000.00	\$0.00	\$1,908,000.00
**A.5	Relocate Runway 35 Localizer Antenna Array	(FAA Funded)	\$0.00	\$0.00	\$0.00
A.6	Ph. I Install 6 - 20 ft. Sliding Gates with Electronic Access Phase II in 2003 - See A.27	\$32,000.00	\$0.00	\$0.00	\$32,000.00
A.7	Install Water Meter & Hook-ups for East Side Buildings	\$10,000.00	\$10,000.00	\$0.00	\$0.00
A.8	Install Walk-Through Access Gates (Phase I)	\$2,250.00	\$2,250.00	\$0.00	\$0.00
A.9	Install 6 20' Sliding Gates	\$20,000.00	\$20,000.00	\$0.00	\$0.00
A.10	Purchase Truck: Manlift	\$32,000.00	\$32,000.00	\$0.00	\$0.00
A.11	Purchase Towable Runway Sweeper	\$10,465.00	\$10,465.00	\$0.00	\$0.00
A.12	Purchase Truck: Mid-Sized (one add- new hire)	\$28,000.00	\$28,000.00	\$0.00	\$0.00
Sub-Total/2001 Projects		\$3,968,715.00	\$486,115.00	\$0.00	\$3,482,600.00

Notes

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- (b) Private Funding - funded from non-government sources or revenue bonds.
- (c) Federal Funding - FAA/AIP and other federal funding programs.
- (d) Project not required based on FAA parallel taxiway criteria evaluation.
- ** Runway Threshold Project

Cost estimates, based upon 2000 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table E1
PHASE I (0-5 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Olympia Regional Airport Layout Plan Update

Project Description	Note	Total Costs	Recommended Financing Method		
			Sponsor (a)	Private (b)	Federal (c)
2002 Projects					
**A.13 Reconstruct Segment of Runway 17/35 to Meet Runway Line-of-Sight Criteria		\$0.00	\$0.00	\$0.00	\$0.00
**A.14 Construct 758-Foot Runway Extension with HIRLs & REILs Relocation at South End of Runway 17/35		\$1,270,000.00	\$127,000.00	\$0.00	\$1,143,000.00
**A.15 Upgrade Existing Runway 17/35 MIRLs with HIRLs		\$225,000.00	\$22,500.00	\$0.00	\$202,500.00
**A.16 Install MALS to Runway 35		\$335,000.00	\$33,500.00	\$0.00	\$301,500.00
**A.17 Upgrade & Relocate Existing Runway 35 VASIs with PAPIs		\$115,000.00	\$11,500.00	\$0.00	\$103,500.00
**A.18 Repair/Reconstruct Taxi lane #2		\$89,350.00	\$8,935.00	\$0.00	\$80,415.00
A.19 Purchase Tractor: Kabota 90HP		\$58,428.00	\$58,428.00	\$0.00	\$0.00
A.20 Repair/Reconstruct Taxi lane #1		\$56,960.00	\$5,696.00	\$0.00	\$51,264.00
Sub-Total/2002 Projects		\$2,149,738.00	\$267,559.00	\$0.00	\$1,882,179.00
2003 Projects					
**A.21 Relocate/Extend Segment of Taxiway "F" to Connect New Runway 35 Approach End with Runway 08/26		\$2,580,000.00	\$258,000.00	\$0.00	\$2,322,000.00
**A.22 Remove Segment of Taxiway "F"		\$110,000.00	\$11,000.00	\$0.00	\$99,000.00
**A.23 Extend Taxiway "W" to Serve New Runway 35 Approach Threshold		\$680,000.00	\$68,000.00	\$0.00	\$612,000.00
**A.24 Relocate the Runway 17 Threshold 677' to the South		\$140,000.00	\$14,000.00	\$0.00	\$126,000.00
**A.25 Upgrade/Relocate Portions of the Runway 17 MALSR		(FAA Funded)	\$0.00	\$0.00	\$0.00
**A.26 Relocate Taxiway "B" with MITLs to Connect the Relocated Runway 17 Threshold with Taxiways "E" & "W"		\$860,000.00	\$86,000.00	\$0.00	\$774,000.00
A.27 Install New Electronic Gate Apparatus' Phase II (Phase I - See A.6)		\$150,000.00	\$15,000.00	\$0.00	\$135.00
A.28 Remove Existing Open Hangars		\$50,000.00	\$50,000.00	\$0.00	\$0.00
A.29 Construct Two 7-Unit T-Hangars with Taxiway Access		\$1,905,000.00	\$0.00	\$1,905,000.00	\$0.00
A.30 Extend Taxiway "F" with MITL to					

	Connect Runway 08/26 with Taxiway "C"	\$710,000.00	\$71,000.00	\$0.00	\$639,000.00
A.31	Purchase Mower: Kabota Diesel Front	\$22,663.00	\$22,663.00	\$0.00	\$0.00
A.32	Purchase Car (Airport Office)	\$17,000.00	\$17,000.00	\$0.00	\$0.00
A.33	Construct New Helipad With Two Parking Positions	\$335,000.00	\$33,500.00	\$0.00	\$301,500.00
	Sub-Total/2003 Projects	\$7,559,663.00	\$646,163.00	\$1,905,000.00	\$4,873,635.00

Notes

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- (b) Private Funding - funded from non-government sources or revenue bonds.
- (c) Federal Funding - FAA/AIP and other federal funding programs.
- (d) Project not required based on FAA parallel taxiway criteria evaluation.

** Runway Threshold Project

Cost estimates, based upon 2000 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table E1
PHASE I (0-5 YEARS) DEVELOPMENT PLAN PROJECT COSTS
Olympia Regional Airport Layout Plan Update

Project Description		Not e	Total Costs	Recommended Financing Method		
				Sponsor (a)	Private (b)	Federal (c)
2004 Projects						
**A.33	Relocate the Segmented Circle		\$15,000.00	\$1,500.00	\$0.00	\$13,500.00
**A.34	Remove Abandoned Segments of "B," "C," & "D"		\$455,000.00	\$45,500.00	\$0.00	\$409,500.00
**A.35	Install Runway 17 PAPI		\$110,000.00	\$11,000.00	\$0.00	\$99,000.00
**A.36	Groove and Seal Runway 17/35		\$1,670,000.00	\$167,000.00	\$0.00	\$1,503,000.00
**A.37	Install Runway 17/35 Centerline Lights, Runway 17 RVR & Runway 17 Touchdown Zone Lights		\$1,750,000.00	\$175,000.00	\$0.00	\$1,575,000.00
**A.38	Construct New ARFF Access Road N Linking Old Highway 99 S.E. with the Approach End of Runway 17 & Install Electronic Access Gate		\$365,000.00	\$36,500.00	\$0.00	\$328,500.00
**A.39	Expand Perimeter Fencing		\$441,150.00	\$44,115.00	\$0.00	\$397,035.00
A.40	Construct North Perimeter Road		\$227,825.00	\$22,782.50	\$0.00	\$205,042.50
A.41	Construct New Segment of Taxiway "F" with MITLs Linking Taxiway "C" with Taxiways "B" & "E"		\$480,000.00	\$48,000.00	\$0.00	\$432,000.00
A.42	Taxiway E Rehabilitation, Central GA Apron Reconstruction		\$881,880.00	\$88,188.00	\$0.00	\$793,692.00
A.43	Purchase Tractor/Mower TIGER T3F- 282C		\$97,000.00	\$97,000.00	\$0.00	\$0.00
A.44	Purchase Van (Operations)		\$25,000.00	\$25,000.00	\$0.00	\$0.00
Sub-Total/2004 Projects			\$6,517,855.00	\$761,585.50	\$0.00	\$5,756,269.50
2005 Projects						
A.45	Construct One 10-Unit T-hangar		\$1,330,000.00	\$0.00	\$1,330,000.00	\$0.00
A.46	Purchase ARFF/Maintenance Equip.		\$1,000,000.00	\$100,000.00	\$0.00	\$900,000.00
A.47	Construct General Aviation Wash Rack		\$325,000.00	\$325,000.00	\$0.00	\$0.00
A.48	Remove Abandoned Portion of Runway 08/26 Pavement		\$205,000.00	\$20,500.00	\$0.00	\$184,500.00
A.49	Construct Terminal Building Vehicle Parking (65 Spaces)		\$178,000.00	\$17,800.00	\$0.00	\$160,200.00
A.50	Repair/Reconstruct Taxiway #2		\$89,350.00	\$8,935.00	\$0.00	\$80,415.00
A.51	Install Utilities within Airport- Oriented Industrial District (Phase I)		\$105,000.00	\$105,000.00	\$0.00	\$0.00
A.52	Construct Multi-Use City Fire Station/ ARFF Facility		\$10,000,000.00	\$10,000,000.00	\$0.00	\$0.00

A.53	Construct New Airport Administration Office/Maintenance & SRE Facility	\$4,000,000.00	\$4,000,000.00	\$0.00	\$0.00
A.54	Construct Terminal Building Refuse Container Facility	\$22,350.00	\$0.00	\$22,350.00	\$0.00
A.55	Construct Terminal Building Restaurant Upgrades	\$67,000.00	\$0.00	\$67,000.00	\$0.00
A.56	Purchase Utility Vehicle (Emer. Ops)	\$35,000.00	\$35,000.00	\$0.00	\$0.00
Sub-Total/2005 Projects		\$17,356,700.00	\$14,612,235.00	\$1,419,350.00	\$1,325,115.00
Sub-Total/Phase I		\$37,552,671.00	\$16,773,657.50	\$3,324,350.00	\$17,319,798.50

Notes

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- (c) Federal Funding - FAA/AIP and other federal funding programs.
- ** Runway Threshold Project

Cost estimates, based upon 2000 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table E2

PHASE II (6-10 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Olympia Regional Airport Layout Plan Update*

	Project Description	Note	Total Costs	Recommended Financing Method		
				Sponsor (a)	Private (b)	Federal (c)
B.1	Construct Vehicular Access Road, Utilities, & Taxiway to Serve Future Corporate Aviation Facility		\$1,605,000.00	\$0.00	\$1,605,000.00	\$0.00
B.2	Extend East Perimeter Road with Auto Parking to Serve General Aviation Expansion Area		\$830,000.00	\$830,000.00	\$0.00	\$0.00
B.3	Realign/Reconstruct Taxiway "G" with Edge Reflectors		\$1,740,000.00	\$174,000.00	\$0.00	\$1,566,000.00
B.4	Extend Taxiway "F" with MITLs to Connect with Runway 08/26		\$580,000.00	\$58,000.00	\$0.00	\$522,000.00
B.5	Remove Abandoned Segments of Taxiway "G"		\$230,000.00	\$23,000.00	\$0.00	\$207,000.00
B.6	Expand T-hangars "F" & "G" with Taxiway Access to Provide 6 T-hangar Units		\$900,000.00	\$0.00	\$900,000.00	\$0.00
B.7	Implement General Aviation Apron/ Taxiway Pavement Maintenance Projects		\$500,000.00	\$500,000.00	\$0.00	\$0.00
B.8	Construct General Aviation Based Aircraft Apron to Provide Approx. 15 Tiedowns		\$200,000.00	\$20,000.00	\$0.00	\$180,000.00
B.9	Construct Four T-hangar Facilities with Taxiway Access to Provide Approx. 46 T-hangar Units		\$3,635,000.00		\$3,635,000.00	
B.10	Overlay Taxiway "W" (North Segment)		\$265,800.00	\$26,580.00	\$0.00	\$239,220.00
B.11	Construct General Aviation Apron Area Adjacent to Wash Rack		\$360,960.00	\$36,096.00	\$0.00	\$324,864.00
B.12.	Consolidate/Relocate State Aviation Facilities (WSP & DNR)		\$1,116,800.00	\$111,680.00	\$0.00	\$1,005,120.00
	Subtotal		\$11,963,560.00	\$1,779,356.00	\$6,140,000.00	\$4,044,204.00

Notes

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Cost estimates, based upon 2000 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.

Table E2 (Continued)

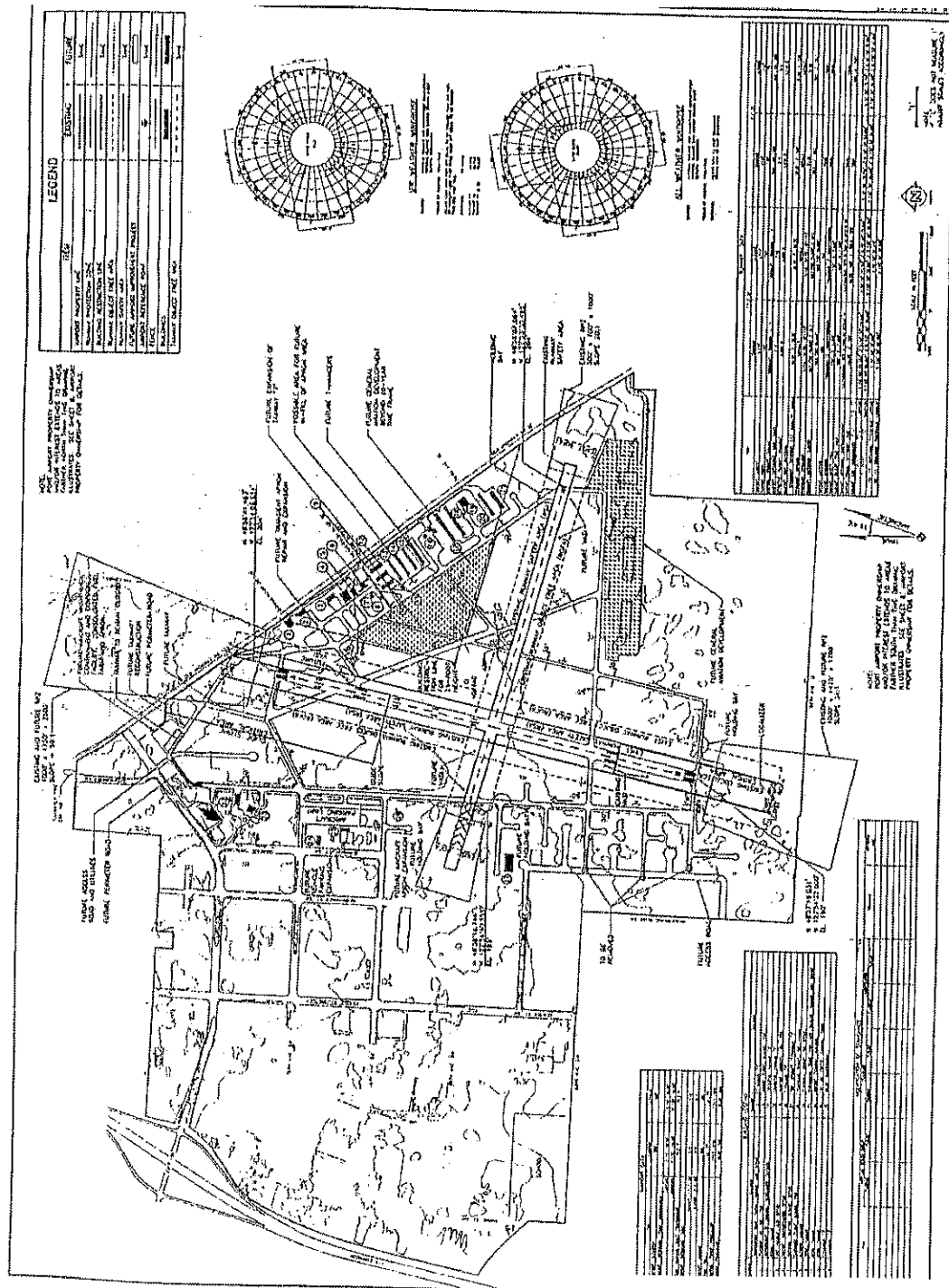
PHASE II (6-10 YEARS) DEVELOPMENT PLAN PROJECT COSTS*Olympia Regional Airport Layout Plan Update*

	Project Description	Note	Total Costs	Recommended Financing Method		
				Sponsor (a)	Private (b)	Federal (c)
B.13	Expand Terminal Aircraft Apron Area		\$641,050.00	\$64,105.00	\$0.00	\$576,945.00
B.14	Reconstruct Taxiway "A" & Shoulder		\$401,000.00	\$40,100.00	\$0.00	\$360,900.00
B.15	Repair/Reconstruct Taxilane #4		\$84,900.00	\$8,490.00	\$0.00	\$76,410.00
B.16	Repair/Reconstruct Taxilane #5		\$41,350.00	\$4,135.00	\$0.00	\$37,215.00
B.17	Repair/Reconstruct Taxilane #6		\$50,000.00	\$5,000.00	\$0.00	\$45,000.00
B.18	Install Transient Apron Lighting (Phase I)		\$16,750.00	\$1,675.00	\$0.00	\$15,075.00
B.19	Construct Waste Oil/Solvent Contain- ment/Disposal Facility		\$16,750.00	\$16,750.00	\$0.00	\$0.00
B.20	Repair/Crack Seal Taxiway "C"		\$19,000.00	\$1,900.00	\$0.00	\$17,100.00
B.21	Install Utilities within Airport- Oriented Industrial District (Phase II)		\$313,850.00	\$313,850.00	\$0.00	\$0.00
			\$1,584,650.00	\$456,005.00	\$0.00	\$1,128,645.00
	Sub-Total/Phase II		\$13,548,210.00	\$2,235,361.00	\$6,140,000.00	\$5,172,849.00

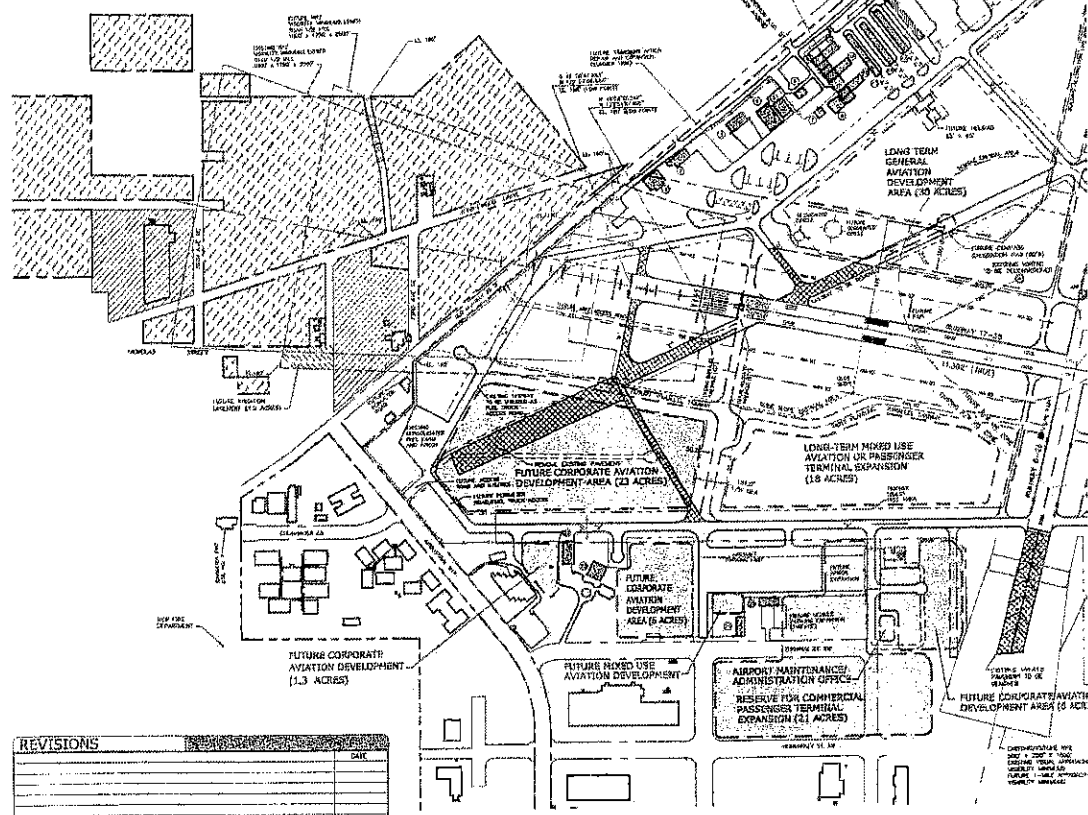
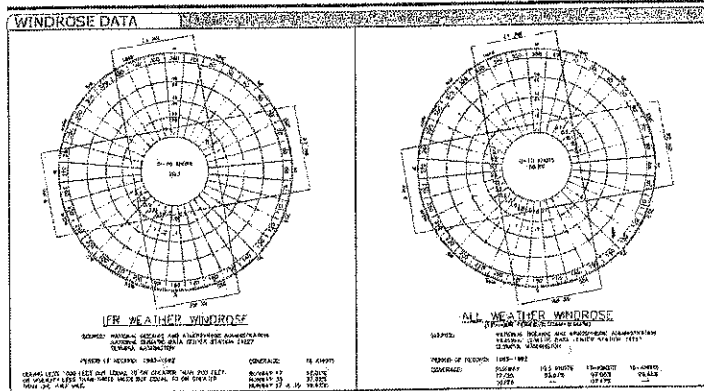
Notes

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- (c) Federal Funding - FAA/AIP and other federal funding programs.

Cost estimates, based upon 2000 data, are intended for preliminary planning purposes and do not reflect a detailed engineering evaluation.



Existing Airport Lay-out Plan



REVISIONS	
NO.	DATE

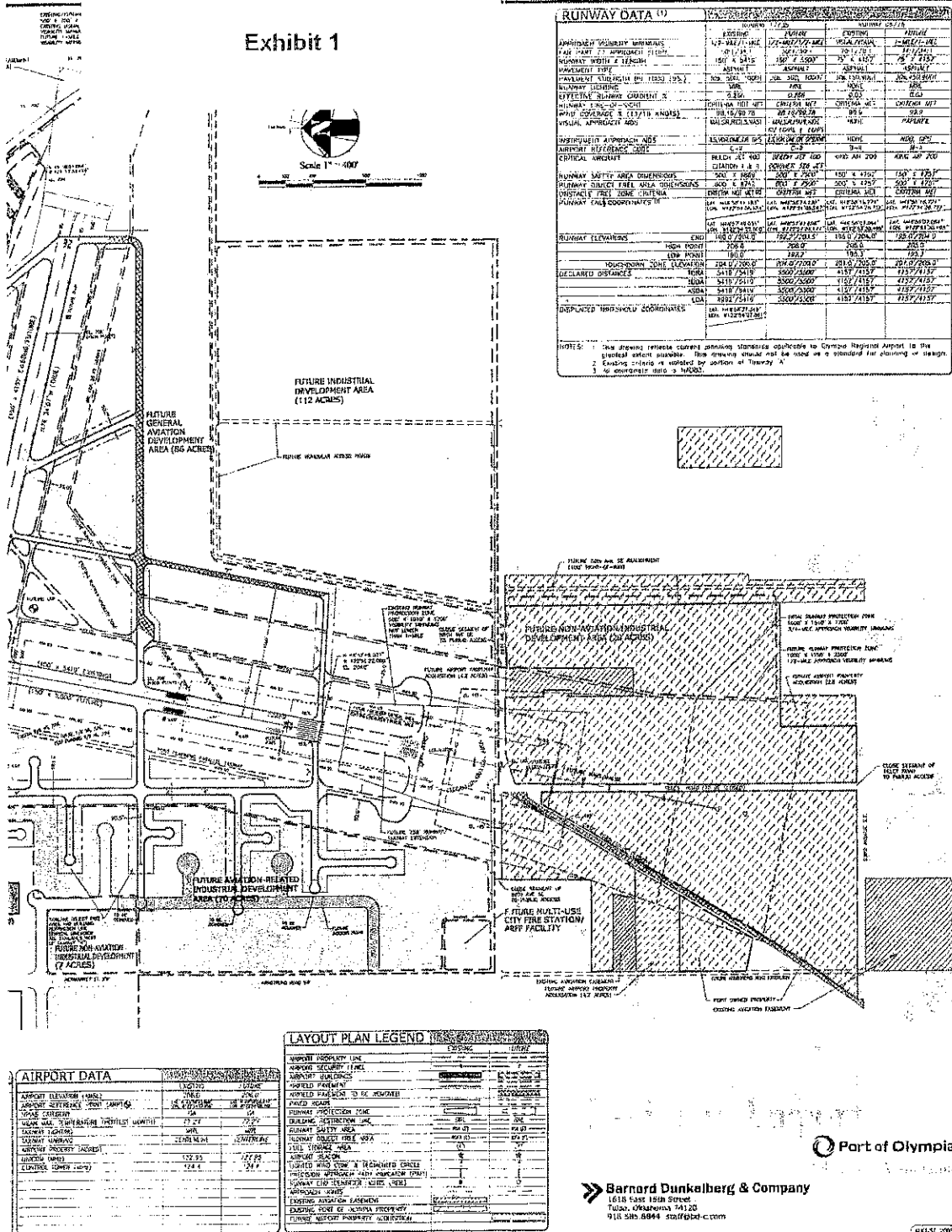
NON-STANDARD CONDITIONS			STANDARD			NON-STANDARD			REMARKS			
	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION	NO.	DESCRIPTION
REMARK 11-10	10	APPROX 10% OF THE TOTAL AREA IS TO BE USED FOR THE AIRPORT'S OWN NEEDS	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000
REMARK 11-20	20	APPROX 20% OF THE TOTAL AREA IS TO BE USED FOR THE AIRPORT'S OWN NEEDS	2000	2000	2000	2000	2000	2000	2000	2000	2000	2000
REMARK 11-30	30	APPROX 30% OF THE TOTAL AREA IS TO BE USED FOR THE AIRPORT'S OWN NEEDS	3000	3000	3000	3000	3000	3000	3000	3000	3000	3000

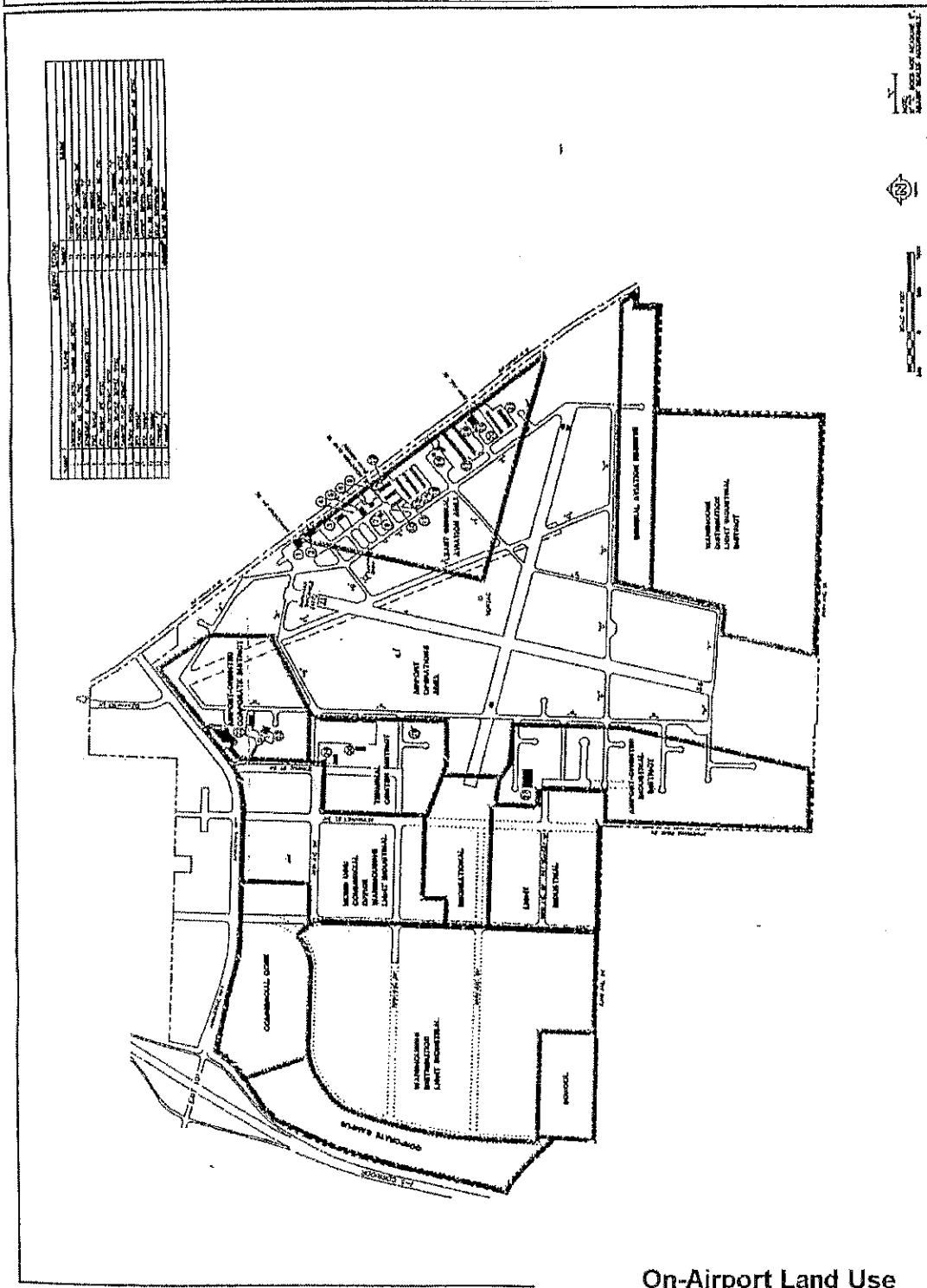
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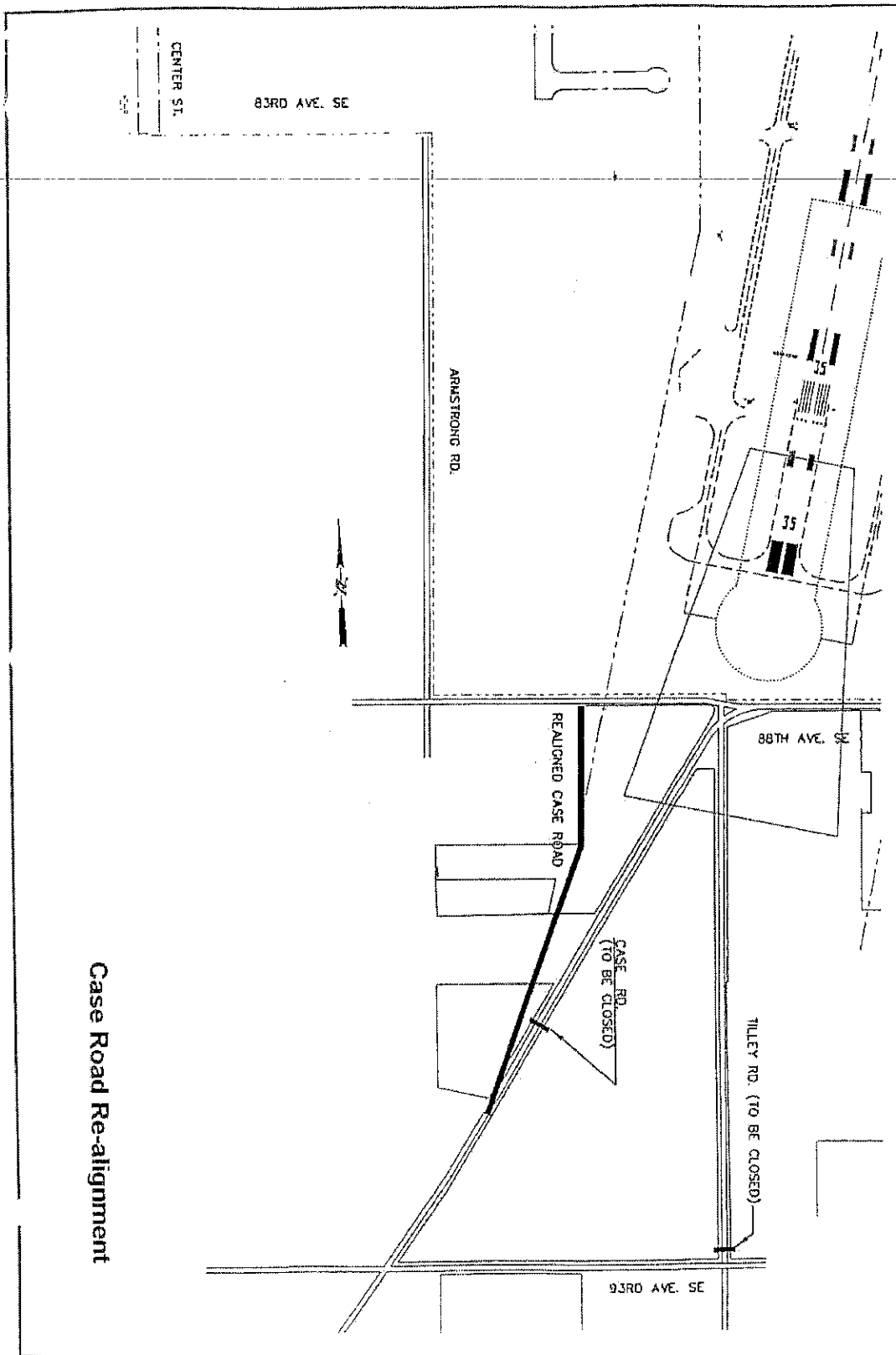
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BUILDING LEGEND	
NO.	DESCRIPTION
1	ADMINISTRATIVE BUILDING
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30	ADMINISTRATIVE BUILDING

Exhibit 1

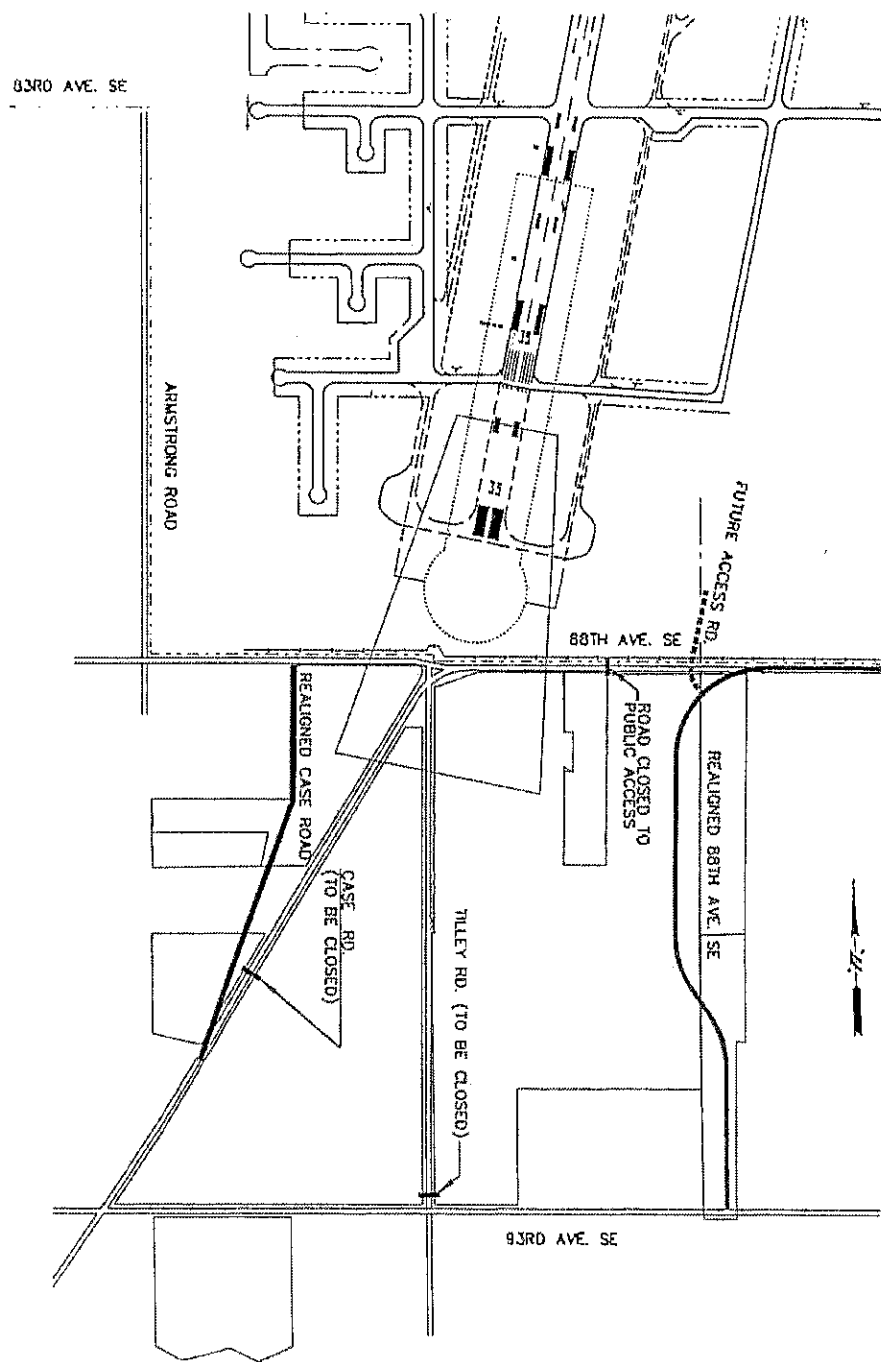


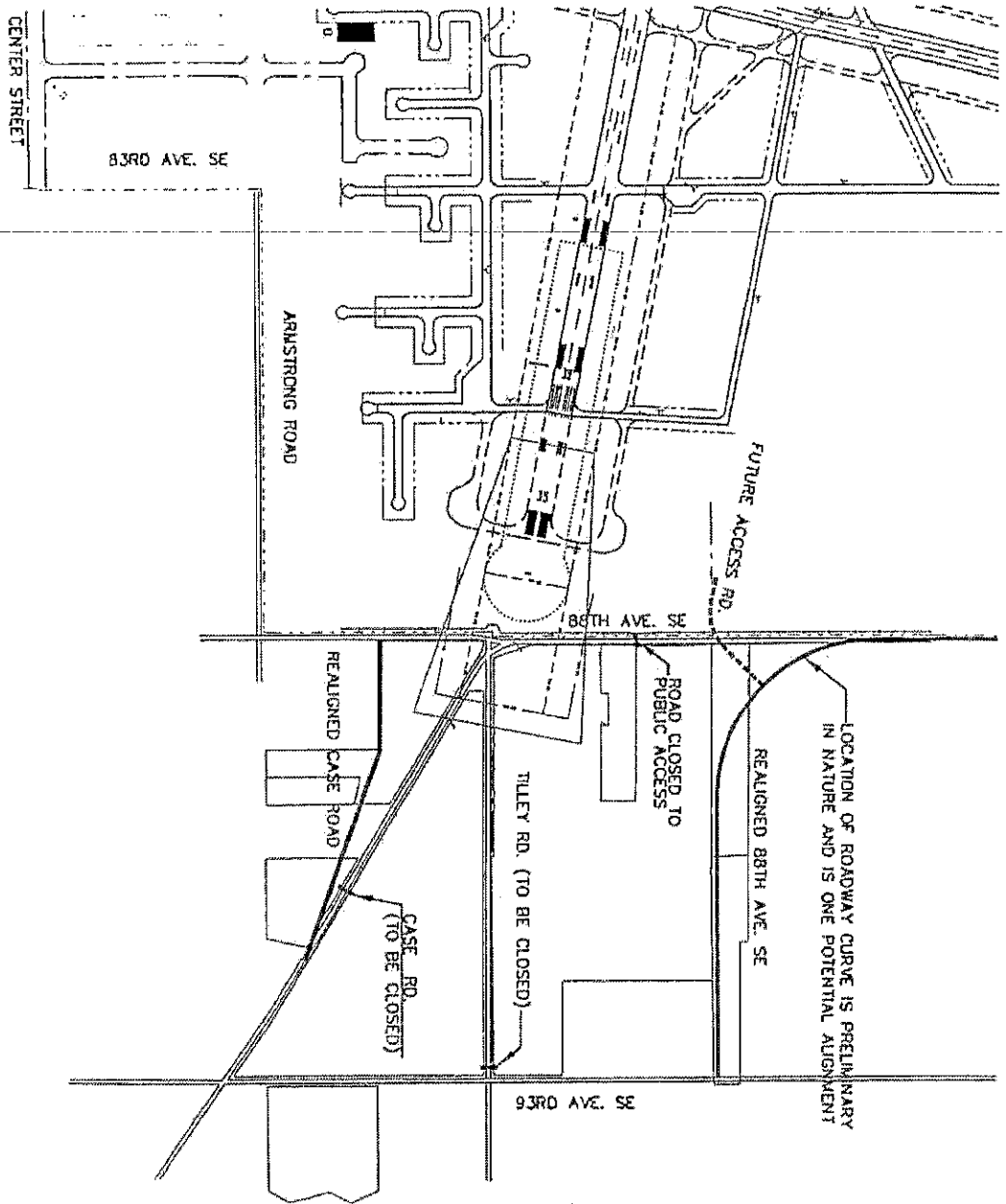




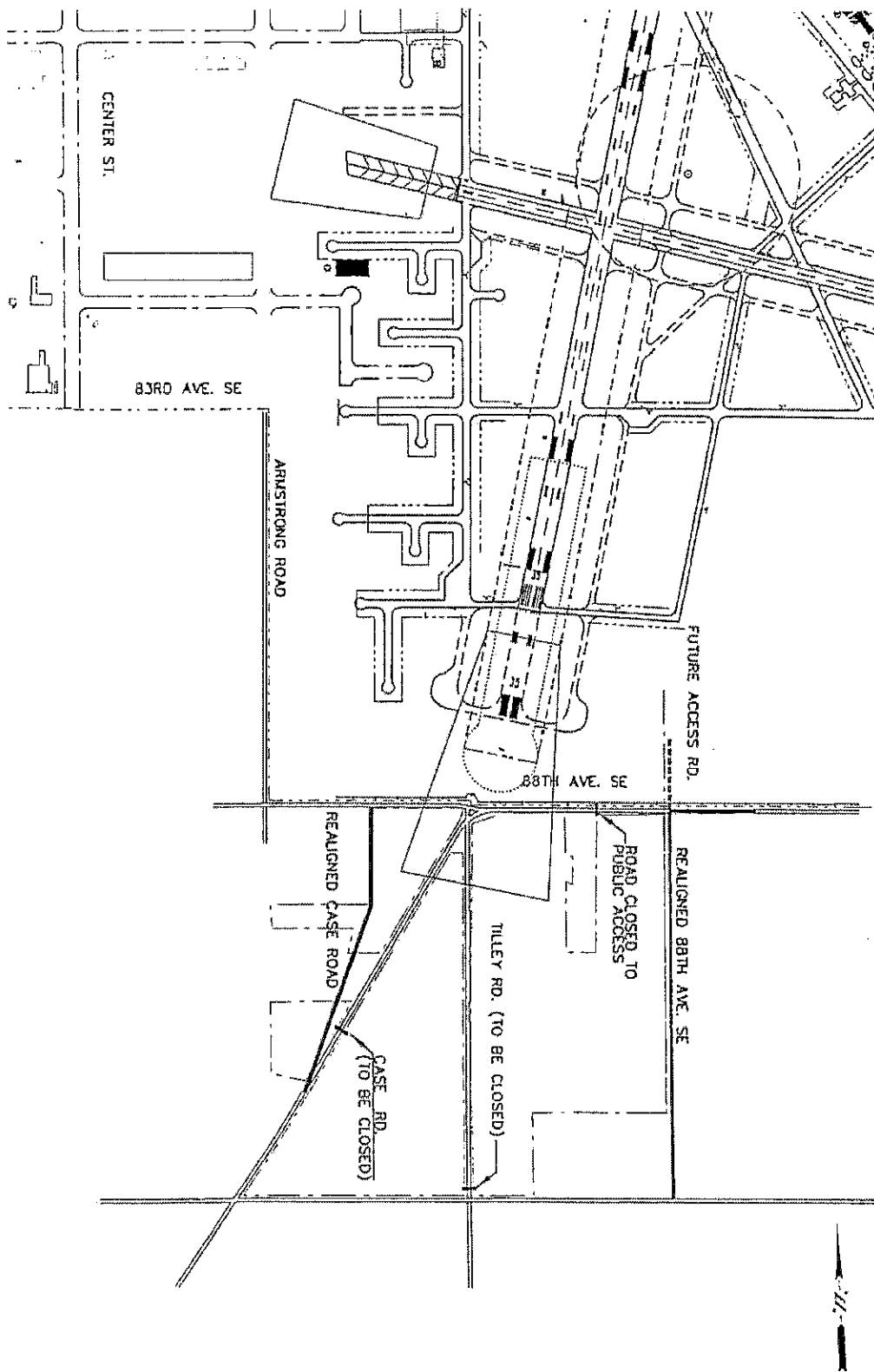
Case Road Re-alignment

Alternative One





Alternative Two



Alternative Three

Chapter 5 – 2004 Budget

New 2004 Projects	2004
Runway Safety Project -- Roads & Localizer	5,500,935
<i>Less: FAA 90% Grant</i>	<i>-4,950,842</i>
Replace roofs on 2 Hangars, 1/year*	59,459
Marina Float Repairs & Upgrades	61,500
Habitat Management Plan for Unlisted Candidate Species	50,000
S-10 or Small Pickup Truck, New or Late Model Used	18,000
Marina Office Roof	10,000
Plaza Park at Breakwater, paid from environmental fund	55,500
Backflow Prevention *	20,000
Pave 3.5 Acres Cargo Yard on East Side of Terminal	459,956
Upgrade to WA400 machine	20,000
Used water truck	25,000
Maintenance Facility Planning & Design	100,000
East Bay Viewpoint	17,000
Signage	64,000
Northpointe Planning Project	100,000
Marine Drive Construction	648,717
Marine Drive Relocation Project – Relocation of Road	120,000
Cascade Pole Site Capping Project (In Env. Cost Ctr.), net of grants from WA ST DOE	1,226,032
Total New 2004 Projects & Equipment Purchases	3,605,257
	Remaining to be Spent in 2004
Continuing 2003 & Earlier Projects	
Marina DEF Expansion (depends on work conditions)	unknown
Dock upgrade project continuation	338,000
Carryover planning (State & Oly Projects)	95,000
North Marine Drive Project	100,000
Replace Hangar Roof	59,459
Boat Launch Overlay paving	25,352
Slurry Seal JKL Parking Lot	15,211
New Market Road Project	121,341
Other capital projects approved in prior years	16,046
Total Continuation Projects	770,409
Total Projected Expenditure for 2004	4,375,666