



DISTRICT PROFILES





Introduction to District Profiles

The Sustainable Thurston Task Force identified a number of districts along Thurston County's primary corridors with the potential to support denser development, including both urban centers and rural community hubs. A key goal of the study was to help Thurston County policymakers to understand which areas have the greatest potential and where public resources should be focused. The differences between the districts are not always immediately apparent or significant. The purpose of these profiles is to take a data-driven approach and look at key market indicators in each district to better understand unique local conditions and relative strengths and weaknesses.

MARKET INDICATORS AND DATA SOURCES

Listed below are the market indicators presented in each profile, as well as the sources where the data and information were obtained:

- **Amenities:** Thurston Regional Planning Council and local urban planners
- **Housing Units/Population:** Thurston Regional Planning Council
- **Employment:** Thurston Regional Planning Council
- **Commercial Rents and Vacancy Rates:** CoStar Group, Inc.
- **Land Values:** Thurston County Assessor's Office
- **Commercial Development Inventory:** Thurston County Assessor's Office
- **Age of Development:** Thurston County Assessor's Office
- **Vacant and Redevelopable Sites:** Thurston Regional Planning Council
- **Traffic Volumes:** Thurston Regional Planning Council
- **Transit Routes:** Thurston Regional Planning Council

RATING SYSTEM

Within each profile, we apply a rating system to indicate the relative strength and commercial market appeal of different district characteristics. Collectively, these ratings are rolled into an “Overall Development Attractiveness” rating that estimates how attractive the district is for commercial development and the district’s potential to accommodate denser development in the future. The market indicator categories assigned ratings include: amenities, market factors, development character, potential development, and transportation.

The rating is presented in the profiles by a graduated bar symbol, with two bars indicating limited attractiveness or potential, three bars indicating moderate attractiveness or potential, and four bars indicating high attractiveness or potential. In some cases, the ratings are derived from quantitative comparisons (e.g. total population and employment), while in other cases, the ratings were determined using qualitative assessments (e.g. the relative attractiveness of nearby amenities). It is important to note that the ratings are based on how the districts compare relative to each other, and not how the districts compare to other urban areas in the region.

Summary comparisons between the districts for each market indicator are in the January 31, 2012 presentation to the Sustainable Thurston Task Force included earlier in this compilation of final products. The final overall attractiveness ratings represent a market-based estimate of relative potential for denser commercial development in each district. Most of the urban districts have some level of activity and development potential and the unique opportunities and challenges for each are addressed in the individual profiles. The outlying rural districts may rate lower compared to the urban districts, but each has unique opportunities for commercial development related to their market niches. In addition, the definition of “denser” development is different for rural communities than for those in the central urban areas of Thurston County.

Brewery District



Overall Development Attractiveness

CITY

Olympia and Tumwater

CORRIDOR LOCATION

At the junction of Capitol Boulevard SE, Custer Way SW/North St. E, and Cleveland Ave.

This neighborhood-oriented commercial hub was once associated with the Olympia Brewery, one of the largest local manufacturers in Thurston County. When the brewery closed in 2003, it left a 175-acre hole in the fabric of this district, a redevelopment opportunity that is at once promising and challenging.

The district itself is mixed-use, with a full service grocery store and numerous small businesses and eateries within walking distance of surrounding residential neighborhoods and the brewery property. The neighborhoods are primarily older and well-cared for, with characteristic bungalow and cottage features that make them memorable. Other amenities include the Tumwater Falls Park, which will be connected in the future to the regional trail system via the Deschutes Valley Trail. The district is adjacent to US 101 and I-5 interchanges, and through traffic makes up a large share of its traffic volume.

The Brewery District has a couple of strong characteristics that support future development and density, including a good range of amenities and an excellent redevelopment opportunity in the Brewery Site. The area has a well developed sense of place, historical character, access to the Deschutes River and Tumwater Falls, connected streets, sizable residential lots, essential neighborhood businesses, and a location along the main transit corridor with an integral transit center. However, it is a relatively small employment center, with lower land values than most urban districts, as well as less commercial development. In terms of housing units/population and transit service, the Brewery District is about average compared to other districts.

AMENITIES



- **Parks:** Tumwater Falls Park & Hatchery, Historical Park, Barclift Park
- **Water/Views:** Deschutes River
- **Shopping:** Safeway shopping complex and small shops and restaurants on Capitol Blvd and Custer Way
- **Other:** Tumwater Historic District, Cemeteries, Transit Center

The Tumwater Historic District and Tumwater Falls Park are in the Northwest corner of the District. The park includes a segment of the Deschutes River, 15 acres of forested land and the historic Schmidt House. Also within the Historic District are the Henderson House Museum and the Crosby House, Tumwater's oldest home. The broader Brewery District also includes several small shops and restaurants on Capitol Boulevard and Custer Way.

Custer Way



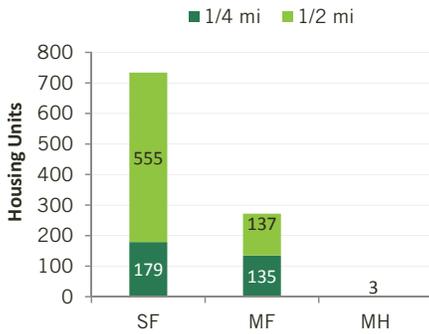
Brewery District

MARKET FACTORS



Housing Units/Population

■ Total Population: 2,215



The majority of the 1,009 housing units within the district are single-family units. Relative to other districts, the Brewery District is average for the total number of housing units.

Employment

■ Total Jobs: 1,348

- Commercial/Service: 1,005
- Government: 249
- Industrial: 95

■ Major Employers/Businesses:

- Safeway Grocery Store
- State Offices (WSP, SAO, Dept. of Agriculture)
- Evergreen Olympic Realty

Among the urban districts, the Brewery District is a relatively small employment center, with the majority of jobs coming in the commercial/service sector.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$14.72	2.3%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$17.01	15.5%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$15.30	7.5%
All Classes (Avg.)	\$17.02	10.6%

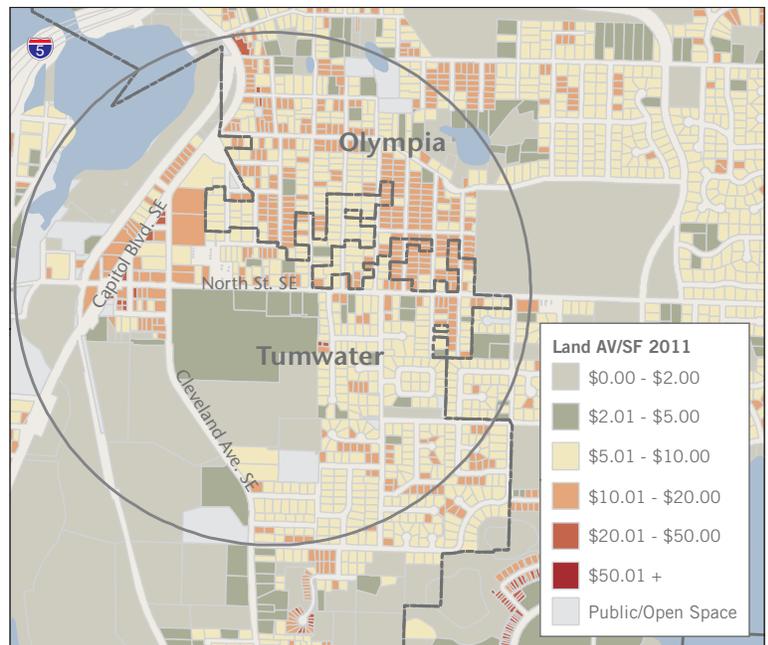
Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Overall, rents within the broader Tumwater-South Olympia market, which the Brewery District is within, are near the countywide market average. General retail rents are higher than the countywide average at \$14.72 per square foot, while rents at shopping centers are slightly below the countywide average at \$17.01 per square foot. At \$15.30 per square foot, office rents are lower than the countywide average.

Vacancy rates within the Tumwater-South Olympia market are lower than the countywide average for general retail and office uses. Shopping center vacancy is fairly high at 15.5%.

Land Values



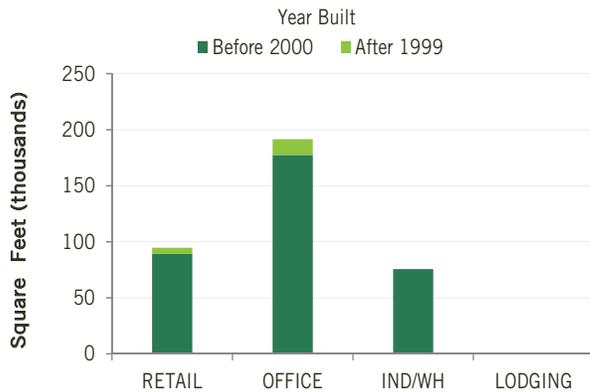
Average land value within the district is \$6.00 per square foot. This is about average of all the districts evaluated, which is \$6.02 per square foot, and is just below Tanglewilde/Carpenter Road (\$6.52) and Southgate/DOT (\$6.25). The highest average land value is \$23.66 per square foot, in Downtown Olympia.

Brewery District

DEVELOPMENT CHARACTER

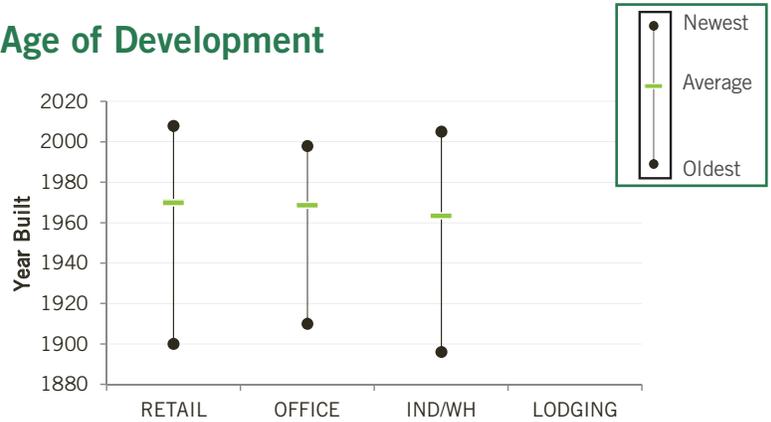


Commercial Development Inventory



Overall, the Brewery District has a relatively low amount of commercial development. Office uses are by far the most prevalent, with some retail and industrial uses as well. There is no lodging in this district.

Age of Development

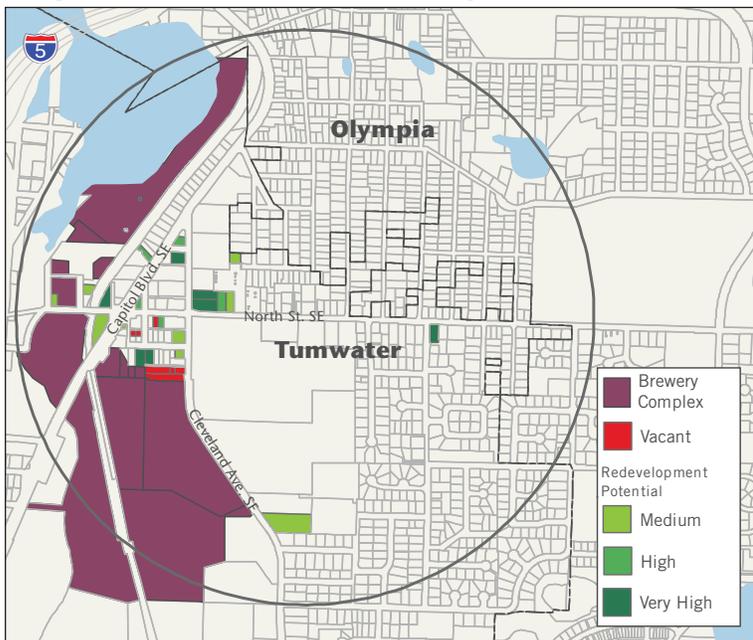


Nearly all of the building inventory was built before 2000, with the average year built for retail and office development at around 1968, and the average year built for industrial/warehouse development at 1962.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential			
		Very High	High	Medium	Other
Brewery Complex	0.0	0.0	0.0	0.0	43.0
Commercial	0.0	2.0	0.8	1.4	0.0
Mixed Use *	1.3	0.6	0.1	2.1	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg. to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

The Brewery Complex is a critical component of Tumwater's economic development strategy, and represents a unique and significant redevelopment opportunity for the community and the region. Outside of the Brewery Complex's 43 acres, the Brewery District presents unique opportunities for both commercial revitalization and residential infill and redevelopment.

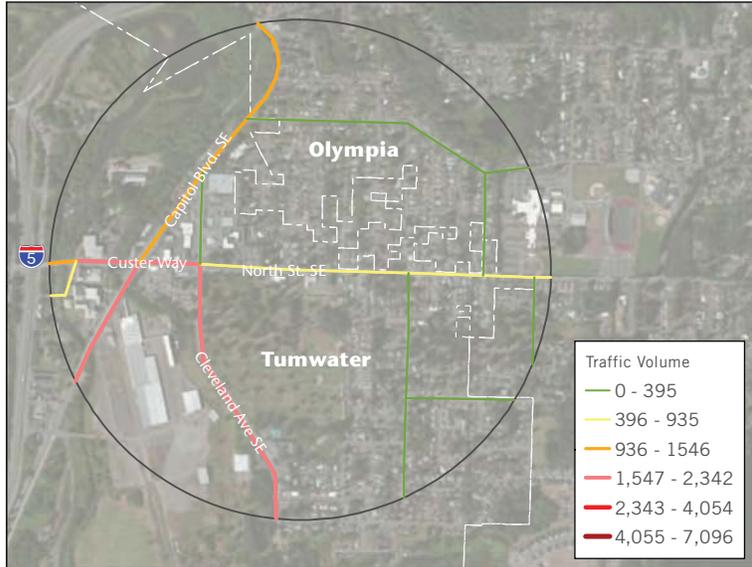
Tumwater will soon begin a planning process to develop a district plan and zoning regulations to guide future growth in the area. The City intends to consider zoning that encourages transit-oriented, mixed-use form.

Brewery District

TRANSPORTATION



Traffic Volumes



Although I-5 does not pass through the Brewery District, there is relatively easy access via Custer Way directly west of the district. Traffic volumes are the heaviest traffic along Custer Way and Capitol Boulevard SE and Cleveland Ave SE south of Custer Way. The district has the fourth most transit boardings of all the districts, at 832 per day, although this number is substantially lower than the 2,707 transit boardings per day in the next highest district, West Olympia. Staggered routes allow for fifteen minute bus service along Capitol Boulevard.

Improvements to the transportation system is a key piece of the long term redevelopment of the district. Transportation access into and circulation within the district will be addressed during Tumwater's district planning process. Potential street alignments, improvements (bike lanes, planter strips, crosswalks, crosswalk signals, turn lanes, bus pullouts, medians, etc), and connections to support future growth and re-development will be identified.

Transit Routes

Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
12	30	75	Olympia Transit Center, Tumwater Square, Littlerock Rd, Labor & Industries, Tumwater Town Center
13	15	347	Olympia Transit Center, Tumwater Square, Capitol Blvd, Labor & Industries, Tumwater Town Center
43	30	158	Olympia Transit Center, County Courthouse, SPSCC, Tumwater Square
68	30	252	Olympia and Lacey Transit Centers, Tumwater Square, Olympia High, Yelm Hwy, Timberland High

■ 2010 Boardings per Day in District: 832

This commercial market analysis was developed as part of the **Sustainable Thurston Project** (www.sustainablethurston.org). It will provide background information for the allocation of TRPC's 2040 Employment Forecast and the Regional Plan for Sustainable Development.



Founded in 1988, BERK is an interdisciplinary strategy and analysis firm providing integrated, creative, and analytically rigorous approaches to complex policy and planning decisions. BERK's team of strategic planners, policy and financial analysts, economists, cartographers, information designers, and facilitators work together to bring new ideas, clarity, and robust frameworks to the development of analytically-based and action-oriented plans.



Overall Development Attractiveness

CITY
Bucoda

CORRIDOR LOCATION

Includes most of the City of Bucoda, along State Route 507 (Bucoda Highway. Front Street)

Nestled along the banks of the Skookumchuck River, the small rural town of Bucoda plans for two futures: one with, and the other without, a public sewer system. The town – which has a mix of residential, commercial, industrial, historic, park, and civic uses – is wholly on septic. This means that future growth must be at low densities, unless the vision for a public sewer system can be realized. Relying on septic puts severe restrictions on Bucoda’s ability to grow its economic base, and limits its ability to create jobs for its residents and wealth for its community. An environmental overlay restricts development in 170 of the town’s 380 acres in order to protect sensitive aquifer recharge areas. Bucoda’s commercial area is easily accessible by foot from most of the town’s residential neighborhoods, as are its parks, gym, and City Hall.

Bucoda faces significant challenges in future development and density, as it has the lowest population and employment base, land values, amount of commercial development, and amount of redevelopable acres of all the districts. However, the city does have several attractive amenities.

AMENITIES



- **Parks:** Volunteer and Memorial Parks
- **Water/Views:** Skookumchuck River
- **Shopping:** Liberty Market
- **Other:** Oddfellows Hall, Community Gym

There are two major parks within Bucoda, as well as the Skookumchuck River running nearby. There is a small grocery store, the Liberty Market, and a restaurant/bar, Joe’s Place.

Visitors Welcome Sign



Liberty Market



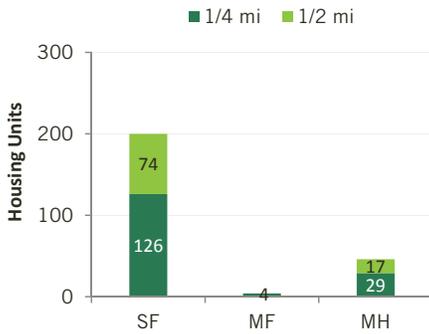
Bucoda

MARKET FACTORS



Housing Units/Population

■ Total Population: 572



The majority of the 250 housing units within the district are single-family units. Bucoda has the least number of housing units of all the districts.

Commercial Rents (per SF)

Outlying Thurston County Market

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$7.40	5.1%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	N/A	3.1%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$8.99	2.9%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Rents for the Outlying Thurston County market, which includes Bucoda, are considerably lower than countywide averages. General retail rents are \$7.40 per square foot and office rents are \$8.99 per square foot.

General retail vacancies are low, but still higher than the countywide average of 3.3%. Office vacancy is well below the countywide average at 2.9%.

Employment

■ Total Jobs: 145

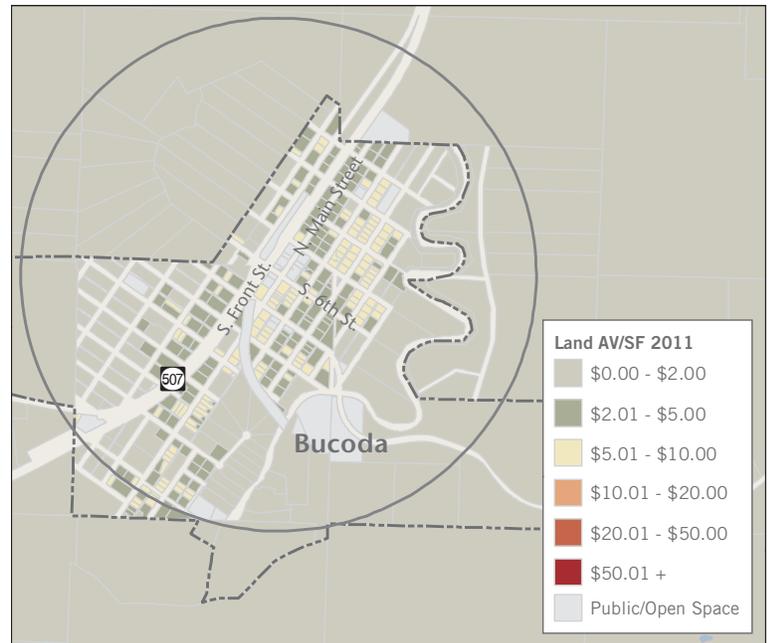
- Commercial/Service: 127
- Government: 8
- Industrial: 10

■ Major Employers/Businesses:

- Liberty Market
- Joe's Place

Bucoda is the smallest employment center of all the districts, with the majority of jobs in the commercial/service sector.

Land Values



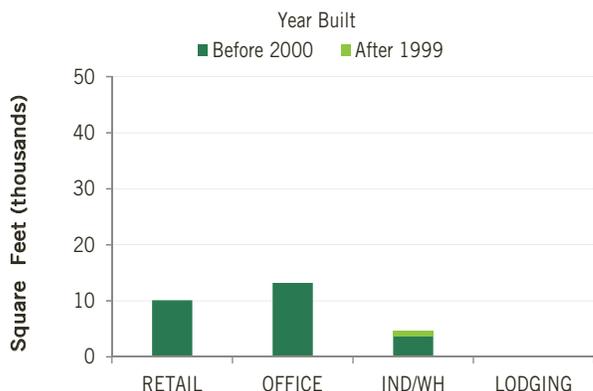
Average land value within the district is \$0.96 per square foot. This is the lowest of all the districts evaluated. The average land value for all districts is \$6.02 per square foot, while the highest is Downtown Olympia at \$23.66 per square foot

Bucoda

DEVELOPMENT CHARACTER

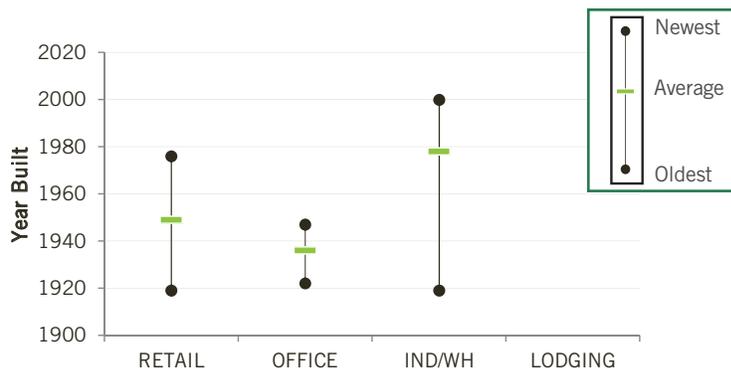


Commercial Development Inventory



Bucoda has the least commercial development of all the districts, with less than 30,000 square feet of commercial space. The most common usage is office, followed by retail and industrial/warehouse.

Age of Development



Nearly all of the building inventory was built before 2000, with the average year built for office inventory at 1935, for retail inventory at 1948, and for industrial/warehouse inventory at 1977.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential			
		Very High	High	Medium	Other
Industrial	0.6	0.0	0.0	0.4	0.0
Mixed Use *	4.0	1.7	0.0	0.3	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

Bucoda has the least redevelopment potential of all of the districts, with a small number of vacant or redevelopable acres. Most of the vacant or redevelopable parcels are allocated at the edge of the town, northeast of Main Street.

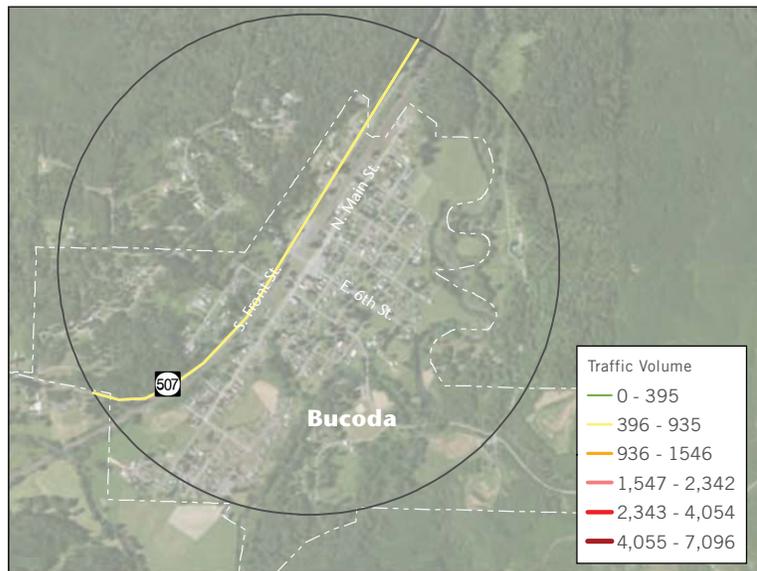
Key catalyst sites for future development include the vacant lots that border Joe's Place and the Odd Fellows Hall/Community Center in the historic downtown. These lots, if developed, could reinforce the feeling of a quaint walkable downtown in Bucoda.

Bucoda

TRANSPORTATION



Traffic Volumes



Bucoda is a relatively isolated district, and is over 8 miles from I-5. The available traffic data shows that State Route 507, the primary highway through the town, has low traffic volumes. The city is not served by fixed transit routes.

Transit Routes

Rural and Tribal Transportation provides transit services for the Bucoda district. This service requires a call for a ride, and does not operate on fixed transit routes.

This commercial market analysis was developed as part of the **Sustainable Thurston Project** (www.sustainablethurston.org). It will provide background information for the allocation of TRPC's 2040 Employment Forecast and the Regional Plan for Sustainable Development.



analysts, economists, cartographers, information designers, and facilitators work together to bring new ideas, clarity, and robust frameworks to the development of analytically-based and action-oriented plans.

Founded in 1988, BERK is an interdisciplinary strategy and analysis firm providing integrated, creative, and analytically rigorous approaches to complex policy and planning decisions. BERK's team of strategic planners, policy and financial

Downtown Olympia



Overall Development Attractiveness

CITY
Olympia

CORRIDOR LOCATION

East-West along 4th Ave. E, Legion Way SE, and State Ave. NE with major intersections at Capitol Way S and Plum St. SE

Downtown Olympia serves not just as Olympia’s downtown, but as the downtown for the whole metro area. Platted in the 1850s, Downtown Olympia is built on a traditional gridded street system with access to I-5 via Plum Street. Much of its historical architecture is still intact, characterized by low-rise buildings offering an array of restaurants, coffee shops, services, retail opportunities, and entertainment venues. Recent construction of a new City Hall in the downtown core, as well as a new Children’s Hands-On Museum, LOTT Administrative building and public facilities, and other Port of Olympia projects have resulted in tens of millions of dollars of investment over the last few years. It is hoped that these investments will stimulate private investment in downtown development, particularly in market-rate housing. There are scattered vacant parcels and empty storefronts; fires have left a couple of highly visible empty shells and loitering and vagrancy deter some visitors from going downtown.

Downtown Olympia has a number of strong characteristics that support future development and density, including the largest employment base, the most commercial development, and the highest land values in the county, as well as a large population base and outstanding transit and amenities. Compared to other districts, Downtown Olympia is in the middle in terms of redevelopable sites.

AMENITIES



- **Parks:** Heritage Park, Percival Landing, Port Plaza, Sylvester Park
- **Streetscape:** Historic Downtown, Transit Center, Greyhound Bus Depot
- **Water/Views:** Capitol Lake, Budd Inlet (Marine Waterfront), waterfront access
- **Shopping:** Farmer’s Market, Bayview Grocery, shopping, dining, and galleries
- **Other:** Capitol Theater, WA Center for Performing Arts, WET Science Center, Hands On Children’s Museum, Public Library, Post Office, Capitol Campus

The unparalleled amenity that downtown offers is its waterfront. Over 4,000 linear feet of public boardwalk provide access to the southern shores of Puget Sound. Other amenities include one of the largest Farmers Markets in Washington State; the WET Center (a water-resource educational facility); the Washington Center for the Performing Arts as well as other live theater, performance, and movie venues; five marinas; Heritage Fountain and Park; access to Capitol Lake; and a full service grocery store. Downtown is host to events and street festivals throughout the year. Intercity Transit’s primary transit center is located downtown.

Downtown Streetscape



Percival Landing



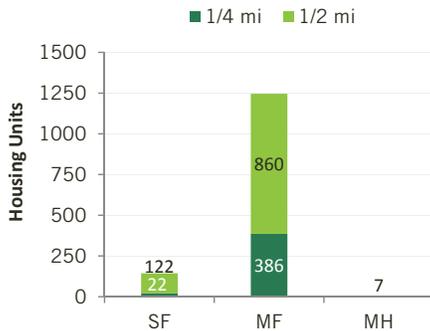
Downtown Olympia

MARKET FACTORS



Housing Units/Population

■ Total Population: 2,612



Downtown Olympia has the third most housing units of all the districts, with 1,397. Nearly 90% of the housing units are multi-family units.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$11.39	3.3%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	N/A	8.1%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$15.68	9.8%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

In the Downtown Olympia market, which includes Downtown Olympia, general retail rates are below average compared to the countywide average and the average asking rent for all districts. Office rents are also lower than the average countywide rents at \$15.68 per square foot.

Vacancy rates are about average with a general retail vacancy of 3.3% and a higher office vacancy of 9.8%.

Employment

■ Total Jobs: 15,489

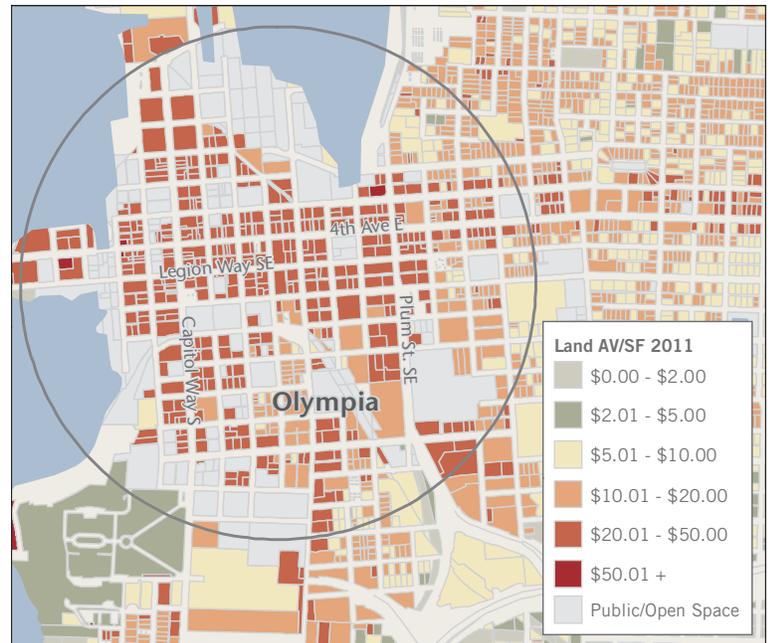
- Commercial/Service: 7,041
- Government: 7,752
- Industrial: 690

■ Major Employers/Businesses:

- Capitol Campus and State Offices
- City of Olympia
- Washington State Employees Credit Union
- YMCA

At 15,489, Downtown Olympia has the most jobs of all the districts by a wide margin, with nearly twice as many as the next district, the Woodland District. Most of these jobs are in the government and commercial service sectors, with a relatively small number of industrial jobs as well.

Land Values



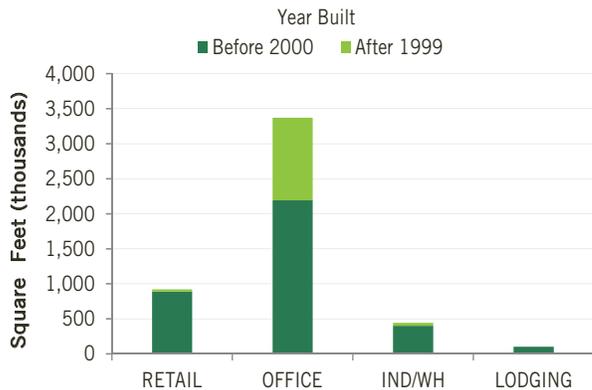
Downtown Olympia has the highest average land value of all the districts by a wide margin, at \$23.66 per square foot. The area with the next highest average land value, the Woodland District, is at \$9.85 per square foot, while the average land value for all districts is \$6.02 per square foot.

Downtown Olympia

DEVELOPMENT CHARACTER

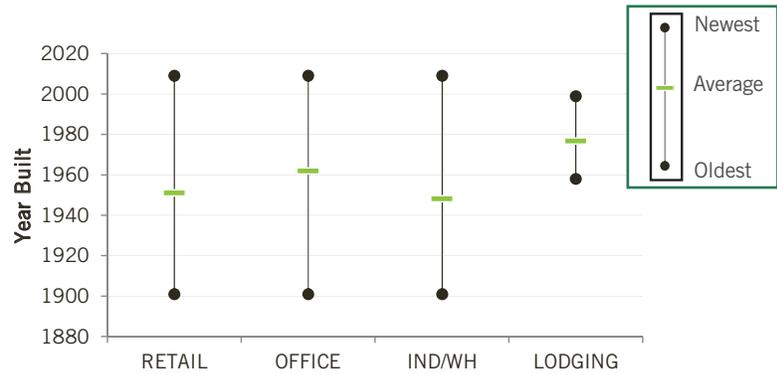


Commercial Development Inventory



Downtown Olympia has the most commercial development of all the districts by a wide margin, with nearly 2 million square feet more than the district with the second most commercial development (Woodland District) and 4 million more square feet than the district with the third most (Headwaters District). Office use makes up nearly 70% of commercial development in the district.

Age of Development

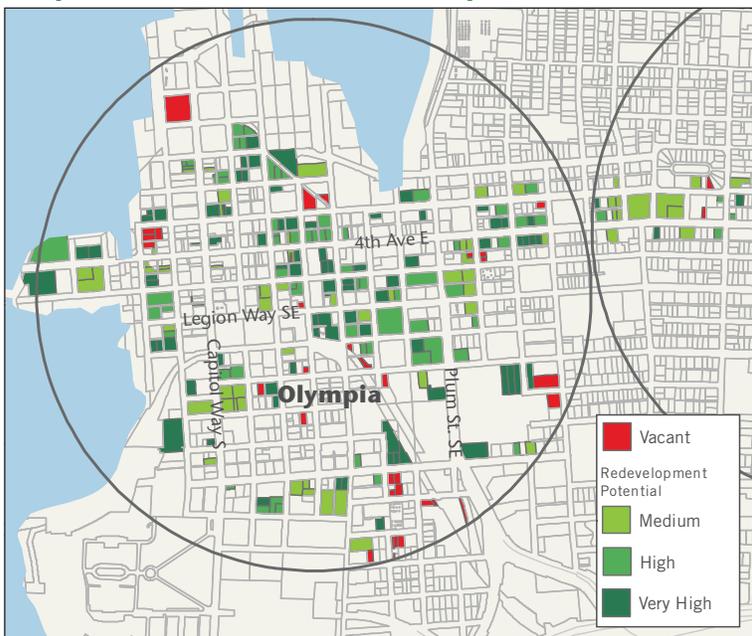


The majority of the building inventory in Downtown Olympia was built before 2000, although approximately a third of the office space in the district was built after 1999. Downtown Olympia has the most development after 1999 of all the districts, with over 1.25 million square feet. Average year built for retail use is 1950, for office use is 1960, for industrial use is 1947, and for lodging use is 1975.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Commercial	0.0	7.8	0.0	0.0
Mixed Use *	5.9	11.8	14.8	12.7

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

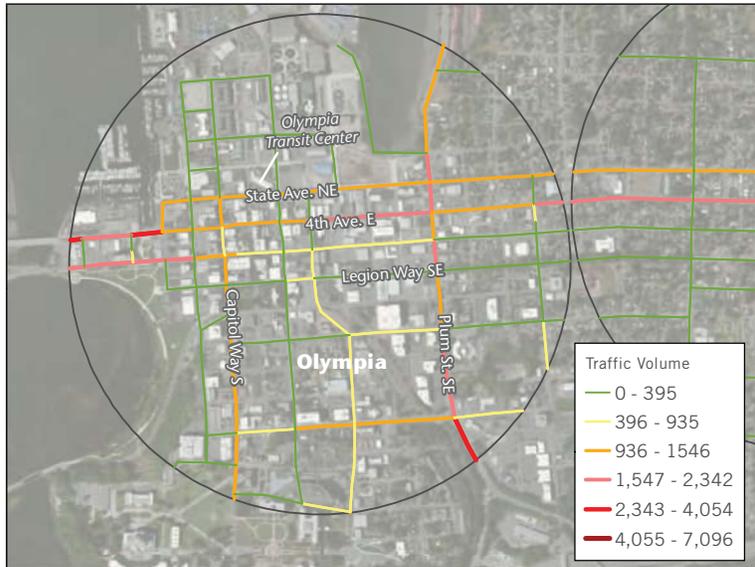
Relative to other urban districts, Downtown Olympia is average in terms of redevelopment capacity. Redevelopable lots are scattered throughout the district. There are very few vacant parcels in the district so redevelopment will be in the form of infill. In addition to those shown on the map, some government-owned properties have potential for redevelopment.

Downtown Olympia

TRANSPORTATION



Traffic Volumes



Downtown has good accessibility to I-5, with freeway accesses via Plum St. and via 14th Ave., east of capitol campus. Traffic volumes are relatively moderate through most of the district, with the most traffic on Plum Street approaching the highway, and on 4th Ave. E approaching the bridge to West Olympia. As the cultural and employment hub of the County, Downtown Olympia has exceptionally high transit ridership, with over 10,878 bus headway boardings per day (far more than any other district). Staggered routes allow for 15 minute headways through several routes within the Downtown area.

Transit Routes

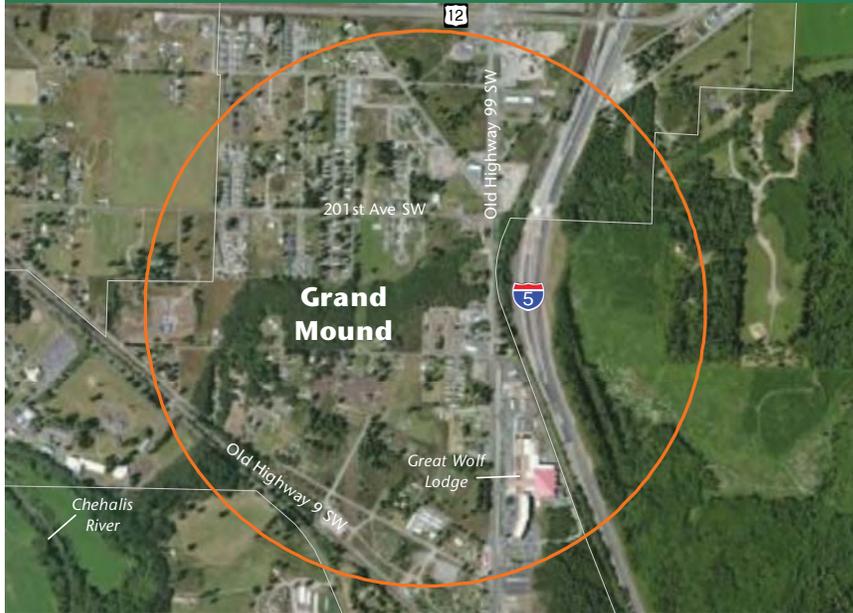
Focus Area	Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
Downtown Olympia	12	30	322	Olympia Transit Center, Tumwater Square, Littlerock Rd, Labor & Industries, Tumwater Town Center
Downtown Olympia	13	15	1,256	Olympia Transit Center, Tumwater Square, Capitol Blvd, Labor & Industries, Tumwater Town Center
Downtown Olympia	21	30	369	Olympia Transit Center, Olympia Regional Learning Academy
Downtown Olympia	41	15	1,130	Olympia Transit Center, Harrison Ave, TESC
Downtown Olympia	411-nightline	60	89	Downtown Olympia, Harrison Ave, TESC
Downtown Olympia	43	30	463	Olympia Transit Center, County Courthouse, SPSCC, Tumwater Square
Downtown Olympia	44	30	651	Olympia Transit Center, County Courthouse, SPSCC, Westfield Mall
Downtown Olympia	45	30	208	Olympia Transit Center, Harrison Ave, Capitol High, Westfield Mall
Downtown Olympia	47	30	648	Olympia Transit Center, Westfield Mall, Capital Medical Center
Downtown Olympia	48	30	785	Olympia Transit Center, Harrison Ave, Westfield Mall, Capital High, TESC
Downtown Olympia	49	30	54	Olympia Transit Center, Harrison Ave, Westfield Mall
Downtown Olympia	60	30	355	Olympia and Lacey Transit Centers, Lion's Park, Group Health, South Sound Center, Panorama City
Downtown Olympia	603	30	419	Olympia and Lacey Transit Centers, Lakewood, Tacoma
Downtown Olympia	62A	30	818	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Downtown Olympia	62B	30	863	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Downtown Olympia	64	30	452	Olympia and Lacey Transit Centers, South Sound Center, Lacey Corporate Center, Amtrak Station
Downtown Olympia	66	30	734	Olympia and Lacey Transit Centers, Lacey Corporate Center
Downtown Olympia	68	30	372	Olympia and Lacey Transit Centers, Tumwater Square, Olympia High, Yelm Hwy, Timberland High
Downtown Olympia	94	60	379	Olympia Transit Center, Amtrak Station, Red Wing Casino, Yelm
Downtown Olympia	Dash	15	511	Farmer's Market, Olympia Transit Center, Capitol Campus

■ 2010 Boardings per Day in District: 10,878

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Overall Development Attractiveness

CITY
Grand Mound

CORRIDOR LOCATION
North-South along I-5 and Old Highway 99 SW, with major intersections at Old Highway 9 SW and 201st Ave SW.

Grand Mound is an anomaly in South Thurston County. An unincorporated area, Grand Mound has sewer (unlike some incorporated jurisdictions) and though relatively undeveloped, the area has the tallest building in Thurston County outside of Olympia: the Great Wolf Lodge. These factors, along with the area’s close proximity to I-5, Highway 12, and Old Highway 99, and the involvement of the Chehalis Tribe in the development of the community, make Grand Mound a likely area for further industrial, commercial, and residential growth. This growth has already started to materialize; from 2005 to 2010, Grand Mound had the second highest rate of population growth of any City or Urban Growth Area in Thurston County (5.5 percent)

Commercial development in the Grand Mound District is currently located in a variety of strip malls spread along Old Highway 99. These strip malls contain a wide variety of businesses such as restaurant and service uses and are primarily accessible by the automobile at this point. Few residents are situated close enough to walk to the commercial establishments. Amenities for future commercial development include proximity to I-5 and Highway 12, proximity to the Chehalis River and the Great Wolf Lodge, and an abundance of underdeveloped land on which to accommodate potential development.

Grand Mound’s greatest asset in terms of future development and density is the Great Wolf Lodge, which is an exceptional amenity that provides a strong base of commercial development and could serve as a significant catalyst for future growth. However, the district currently still has relatively low population and employment bases, as well as low land values. Grand Mound has the most redevelopable capacity of all rural districts.

AMENITIES



- **Water/Views:** Chehalis River
- **Other:** Great Wolf Lodge and Waterpark, several restaurants and shops along Old Highway 99 SW

Grand Mound’s primary amenity is the Great Wolf Lodge and Waterpark, a popular regional tourist attraction which includes a hotel, resort, waterpark, spa, an array of shopping and dining, and various other attractions and amenities. There are also several restaurants and shops along Old Highway 99 SW, and the Chehalis River is nearby.

Great Wolf Lodge



Restaurants and Shops on Old Hwy 99



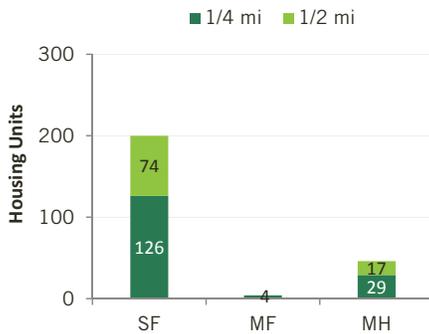
Grand Mound

MARKET FACTORS



Housing Units/Population

■ Total Population: 1,020



Most of the 285 housing units within the district are manufactured housing and single-family units. Grand Mound has the second least number of housing units of all the districts.

Commercial Rents (per SF)

Outlying Thurston County Market

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$7.40	5.1%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	N/A	3.1%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$8.99	2.9%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Rents for the outlying Thurston County market, which includes Grand Mound, are considerably lower than countywide averages. General retail rents are \$7.40 per square foot and office rents are \$8.99 per square foot.

General retail vacancies are low, but still higher than the countywide average of 3.3%. Office vacancy is well below the countywide average at 2.9%.

Employment

■ Total Jobs: 371

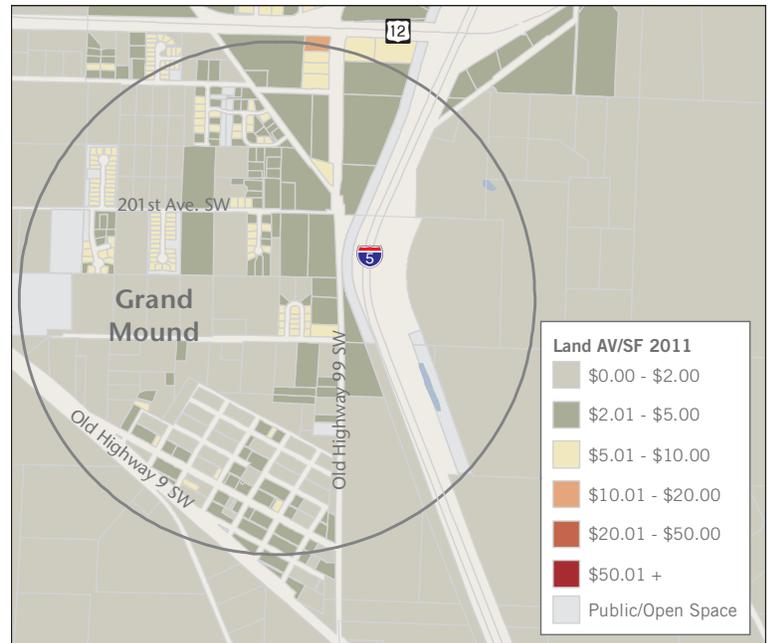
- Commercial/Service: 341
- Government: 7
- Industrial: 23

■ Major Employers/Businesses:

- Great Wolf Lodge and Waterpark
- Dairy Queen

Grand Mound is the third smallest employment center of all the districts, with the vast majority of jobs in the commercial/service sector and a small number of jobs in both the industrial and government sectors. The Great Wolf Lodge supplies the vast majority of the employment in the district.

Land Values



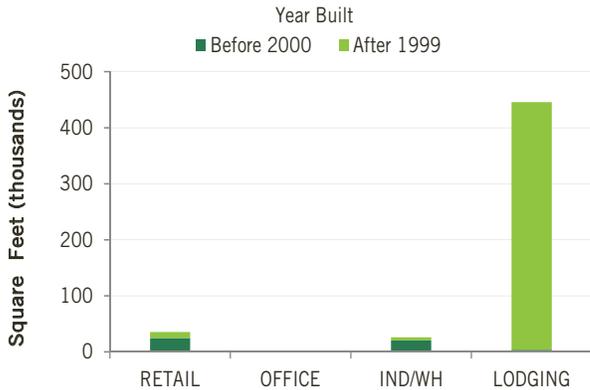
Average land value within the district is \$1.45 per square foot. This is the second lowest of all the districts evaluated. The average land value for all districts is \$6.02 per square foot, while the highest is Downtown Olympia at \$23.66 per square foot.

Grand Mound

DEVELOPMENT CHARACTER

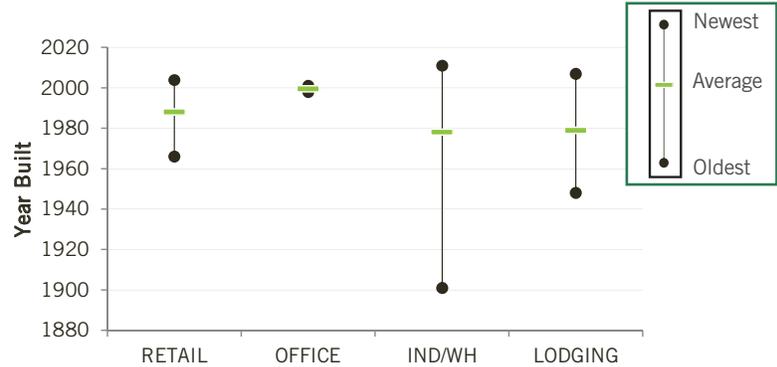


Commercial Development Inventory



Grand Mound has the most commercial development of all the rural districts, as a result of the Great Wolf Lodge and Waterpark. Nearly all of the development is lodging, with a minimal amount of retail, industrial, and office

Age of Development

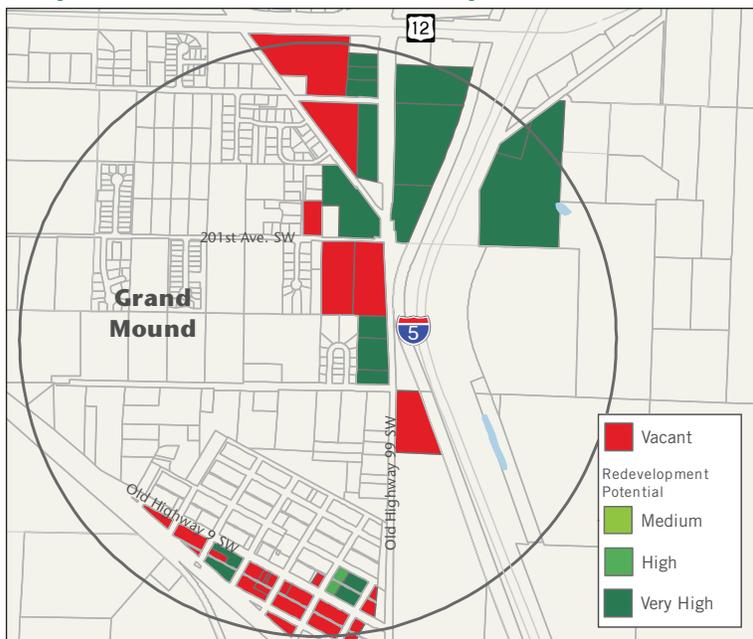


The Great Wolf Lodge and Waterpark, which represents the vast majority of commercial development in Grand Mound, was built in 2007. Overall, Grand Mound has the third most development built after 1999 of all the districts, and is the only district where the majority of development was built after 1999. The average year built for retail use is 1987, for office use is 1998, and for industrial use is 1978.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Industrial	12.2	8.5	0.6	0.0
Mixed Use *	14.1	27.1	0.0	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:
 Very High - Less than 3000 building SF per acre or building to land value ratio <0.5
 High - More than 3000 building SF per acre and building to land value between 0.5 and 1
 Medium - More than 3000 building SF per acre and building to land value between 1 and 2

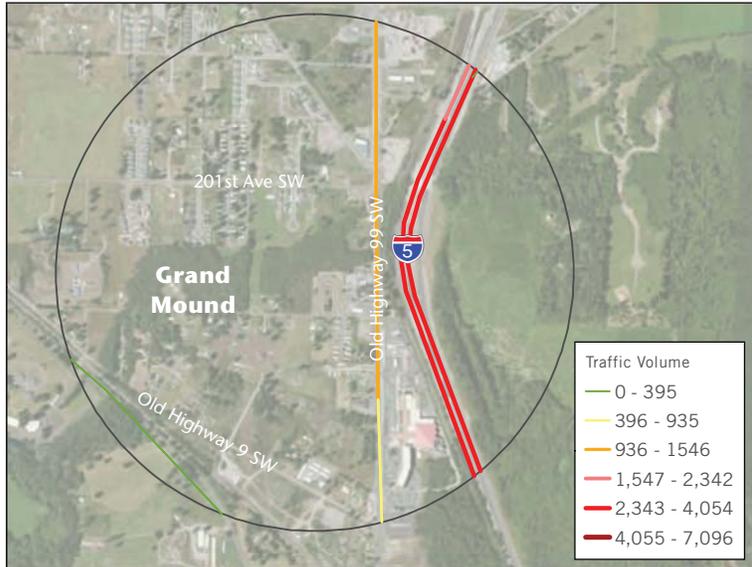
Grand Mound has the fourth most redevelopment potential of all of the districts, and the most of all the rural districts. Most of the vacant and redevelopable lots are along Old Highway 99 SW and Old Highway 9 SW.

Grand Mound

TRANSPORTATION



Traffic Volumes



Grand Mound has convenient access to I-5, with an on-ramp less than one half mile from the edge of the district and approximately one mile from the Great Wolf Lodge. The available traffic data shows that Old Highway 99 has moderate traffic volumes. The City is not served by transit.

Rainier is nearly 16 miles from the nearest I-5 on-ramp, but is easily accessible for residential population growth that has been occurring in the Yelm area. Available traffic data shows that State Route 507 and Minnesota Street have moderate traffic volumes, while Center Street has low traffic volumes." Key traffic issues in the community include resolving how best to address congestion that occurs at the intersections of Minnesota and Centre Street at Binghampton Street (Highway 507) and assure that Highway 507, or another alternate route, maintains sufficient capacity to handle through traffic, while maintaining the walkable nature of downtown Rainier. The City is not served by fixed transit routes.

Transit Routes

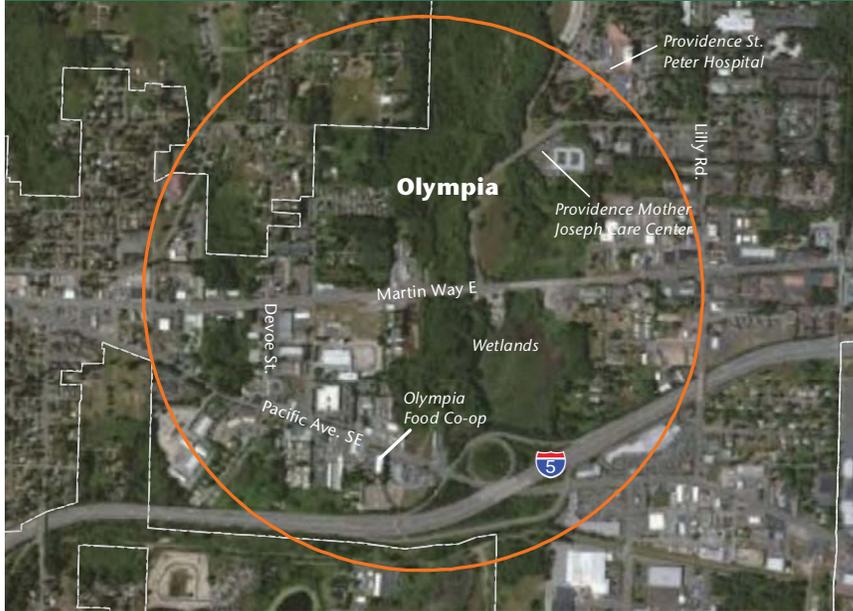
Rural and Tribal Transportation provides transit services for Grand Mound. This service requires a call for a ride, and does not operate on fixed transit routes.

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Headwaters District



Overall Development Attractiveness

CITY
Olympia

CORRIDOR LOCATION

Southwest of Providence St. Peter Hospital, along Martin Way E with I-5 and Pacific Ave. SE cutting through the southern part of the district

The Headwaters District gets its name from a large wetland complex that includes the headwaters of Indian Creek and Woodard Creek. The district is located on one of the last unimproved stretches of Martin Way, with original concrete roads and old utility infrastructure. It includes connections to the parallel Pacific Avenue corridor with its I-5 access.

While it is adjacent to the region's large medical care complex which is anchored by Providence St. Peter Hospital, the district itself has no distinct business or commercial center. A number of small retail shops, old highway-oriented businesses, offices, and old motor inns are located here, as well as a few small eateries. Vacant or underutilized lots are abundant, and provide a number of opportunities for redevelopment. Recent infill and redevelopment includes two new office buildings along Pacific Avenue and a new transitional housing project on Devoe Street. Amenities to support district redevelopment include fifteen-minute bus service along Martin Way and thirty minute service along Pacific Avenue, views of Mount Rainier and the nearby wetlands, and proximity to the Olympia Food Co-op. The Intercity Transit maintenance and administrative facility is located in this district. Intercity Transit will rebuild part of the Martin Way street edge when it expands its maintenance facility in the next few years.

The Headwater District has a few promising characteristics that could support future development and density, including a large employment base and high amount of commercial office development, proximity to the medical care complex, and the amenities listed above. However, the district faces significant challenges in that it currently has the least number of housing units and lowest land values of all the urban districts, as well as old roads and utility infrastructure.

AMENITIES



- **Parks:** 8th Avenue Neighborhood Park,
- **Water/Views:** Indian and Woodard Creeks and associated wetlands
- **Shopping:** Olympia Food Co-op
- **Other:** Easy access to health care (Providence St. Peter Hospital)

The Headwaters District has the 8th Avenue Neighborhood Park. The Indian and Woodard Creeks, along with associated wetlands, are also located within the district. The district includes the Olympia Food Co-op, and has easy access to health care, with the Providence St. Peter Hospital and Providence Mother Joseph Care Center.

Wetlands and Forested Areas



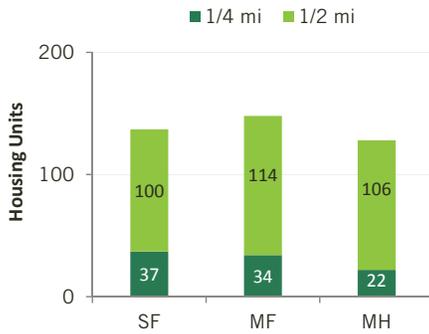
Headwaters District

MARKET FACTORS



Housing Units/Population

■ Total Population: 1,010



The Headwaters District has the least number of housing units of all the urban districts, with 413. Multi-family, single-family, and manufacture housing are about equally concentrated within the district.

Employment

■ Total Jobs: 3,152

- Commercial/Service: 2,095
- Government: 717
- Industrial: 340

■ Major Employers/Businesses:

- Intercity Transit Headquarters
- Close to Providence St. Peter Hospital
- State Patrol and State Liquor Control Board

Relative to other urban districts, the Headwaters District has the third highest total number of jobs. The majority of jobs are in the commercial/service sector, although there are also a substantial number of government and industrial jobs.

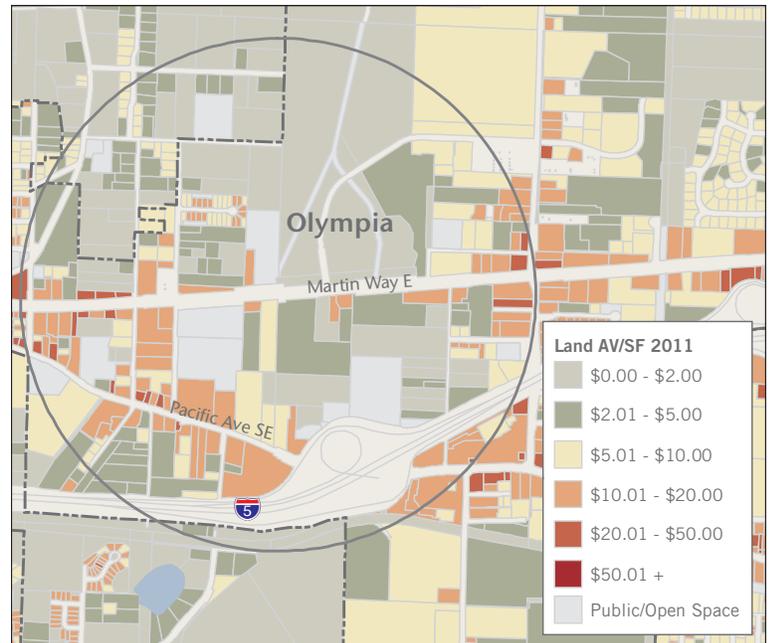
Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$14.72	2.0%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$14.68	13.0%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$18.52	7.5%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property, Year-end 2011
 * All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

With the exception of shopping centers, the Eastside Olympia market, which the Headwaters District is located within, has above average retail and office rents. Vacancy rates are also below the countywide average, except for shopping centers.

Land Values



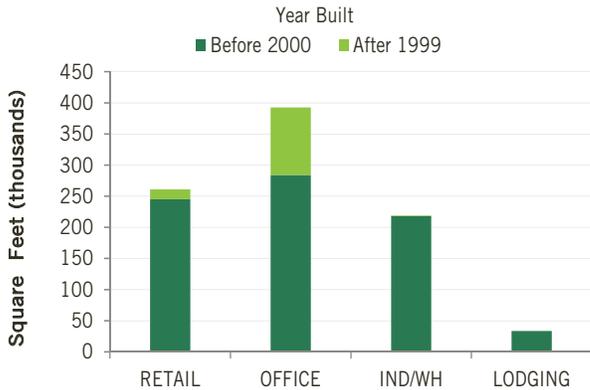
Average land value within the district is \$5.03 per square foot, the lowest value of all the urban districts. The highest average land value is \$23.66 per square foot, in Downtown Olympia, while the average land value for all districts is \$6.02 per square foot.

Headwaters District

DEVELOPMENT CHARACTER

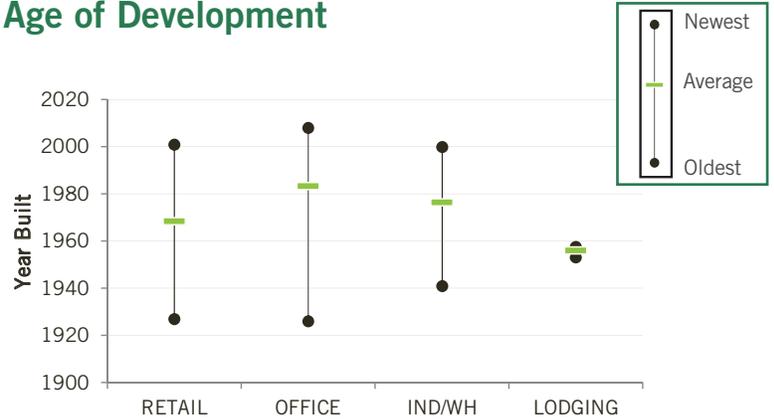


Commercial Development Inventory



Relative to other districts, the Headwaters District has a higher than average amount of commercial development. Office use is most prevalent, with a substantial amount of retail and industrial use as well. There is also a small amount of lodging use.

Age of Development

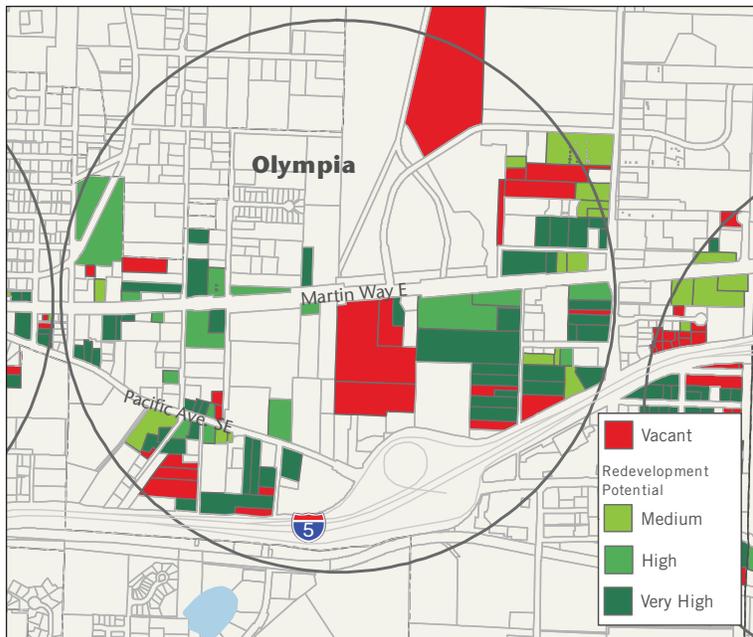


The majority of the building inventory in the Headwaters District was built before 2000, although approximately one quarter of the office space was built after 1999. Average year built for office use is highest, at 1982, with retail use at 1967, industrial use at 1975, and lodging use at 1955.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Industrial	0.0	0.0	5.3	0.0
Mixed Use *	19.3	31.3	11.2	12.5

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:
 Very High - Less than 3000 building SF per acre or building to land value ratio <0.5
 High - More than 3000 building SF per acre and building to land value between 0.5 and 1
 Medium - More than 3000 building SF per acre and building to land value between 1 and 2

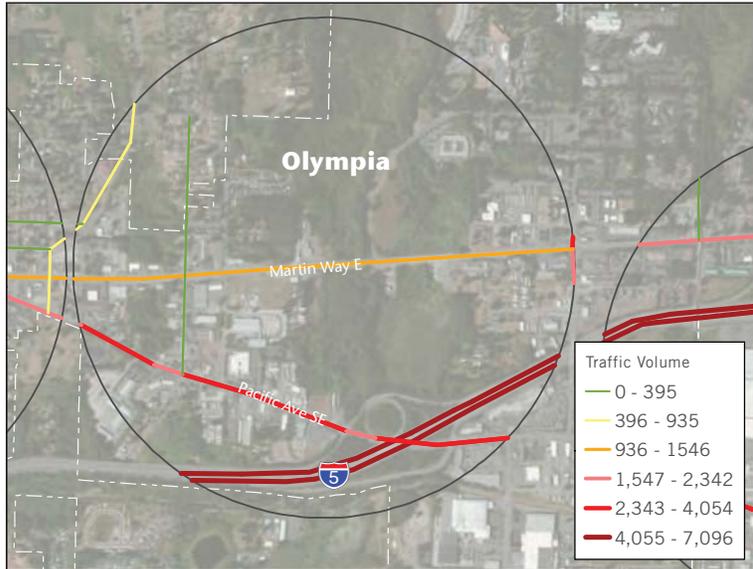
The Headwaters District has the third highest redevelopment capacity of all the districts. There are several clusters of vacant and redevelopable lands along Martin Way E and Pacific Ave SE, as well as a large vacant lot on the north edge of the district.

Headwaters District

TRANSPORTATION



Traffic Volumes



The Headwaters District has good accessibility to I-5, with an on-ramp within the district (although there is significant congestion near the on-ramp). The City is planning an extension of Ensign Road to Pacific to improve access to I-5. Traffic volumes are relatively high along Martin Way and heavier along Pacific Ave SE. The district has 543 transit boardings per day, the 6th highest amongst the nine districts served by public transit. Staggered routes allow for fifteen minute bus service along Martin Way.

Transit Routes

Focus Area	Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
Headwaters District	60	30	50	Olympia and Lacey Transit Centers, Lion's Park, Group Health, South Sound Center, Panorama City
Headwaters District	62A	30	164	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Headwaters District	62B	30	172	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Headwaters District	66	30	157	Olympia and Lacey Transit Centers, Lacey Corporate Center

■ 2010 Boardings per Day in District: 543

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Overall Development Attractiveness

CITY
Rainier

CORRIDOR LOCATION

North-South along Binghampton St. (Highway 507) with major intersections at Centre St. and Minnesota St.

The city of Rainier is a small community located on Highway 507 with a significant amount of residential and commercial growth potential. Factors such as the westward expansion of Yelm’s population growth and proximity to Lacey, as well as immediacy to Joint Base Lewis-McChord all have encouraged development in the community. However, the rate of this development has been limited by the City’s reliance on septic systems to treat wastewater. When the community obtains a sewer system, these factors are expected to encourage population and commercial growth within the community.

Existing commercial development in the Downtown Rainier district is primarily located in the community’s small walkable downtown located on Binghampton Street (Highway 507), which is easily accessible from several surrounding neighborhoods. Adjacent features such as the Rainier Library, views of Mount Rainier (for which the community is named) and the Yelm to Tenino Trail are valuable amenities in the area.

While some of the factors listed above could help support future development and density, the district has relatively low employment and populations bases, low land values, and a limited amount of commercial development. Compared to the other rural districts, it has a moderate amount of overall redevelopable capacity, although there are a high number of vacant lots.

AMENITIES



- **Parks:** Veterans Memorial, Holiday, and Wilkowski Parks
- **Water/Views:** Mt. Rainier and wooded hillside views
- **Shopping:** Downtown shopping and other services
- **Other:** Restaurants, Yelm to Tenino Bike Trail, Rainier Sportsman Club, library, post office

Rainier has three parks, including Veterans Memorial Park in the center of the City, and Wilkowski and Holiday Parks. Downtown provides shopping, restaurants, and other services, as well as a library, post office, and the Rainier Sportsmans Club. In addition, the Yelm to Tenino trail travels through Rainier.

Downtown Rainier



Rainier Hardware



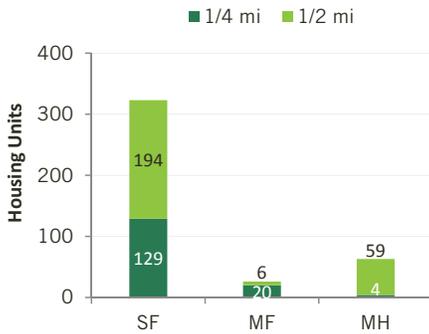
Rainier

MARKET FACTORS



Housing Units/Population

■ Total Population: 1,035



The majority of the 412 housing units within the district are single-family units. Rainier has the third least number of housing units of all the districts, but is average relative to other rural districts.

Employment

■ Total Jobs: 330

- Commercial/Service: 183
- Government: 107
- Industrial: 37
- Natural Resources: 3

■ Major Employers/Businesses:

- Rainier School District

Rainier is the second smallest employment center of all the districts, with the majority of jobs in the commercial/service sector, and a relatively high amount of government sector jobs as well.

Commercial Rents (per SF)

Outlying Thurston County Market

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$7.40	5.1%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	N/A	3.1%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$8.99	2.9%
All Classes (Avg.)	\$17.02	10.6%

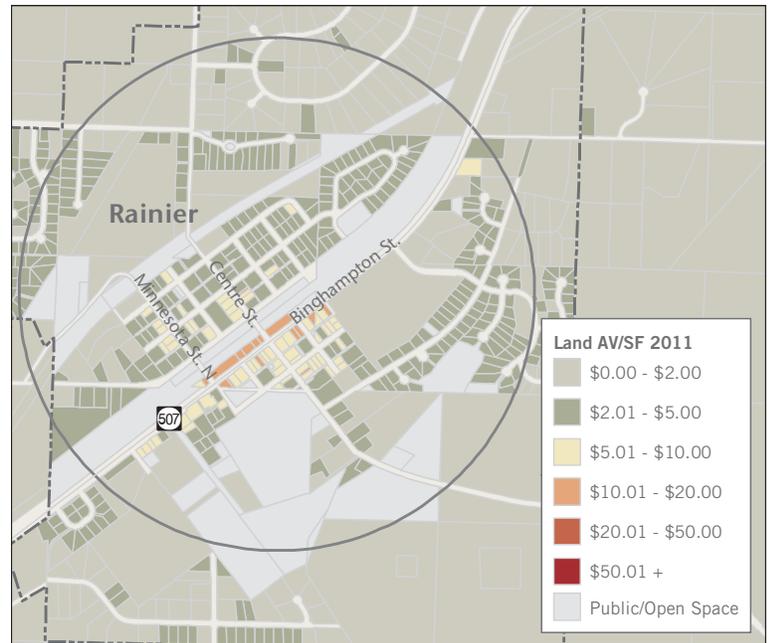
Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Rents for the outlying Thurston County market, which includes Rainier, are considerably lower than countywide averages. General retail rents are \$7.40 per square foot and office rents are \$8.99 per square foot.

General retail vacancies are low, but still higher than the countywide average of 3.3%. Office vacancy is well below the countywide average at 2.9%.

Land Values



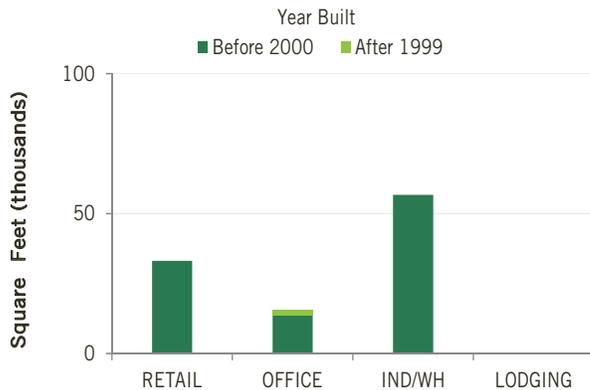
Average land value within the district is \$2.22 per square foot, with the highest land value along a stretch of Binghampton Street. The Rainier district has the second highest land value of the rural districts. The average land value for all districts is \$6.02 per square foot, while the highest is Downtown Olympia at \$23.66 per square foot.

Rainier

DEVELOPMENT CHARACTER

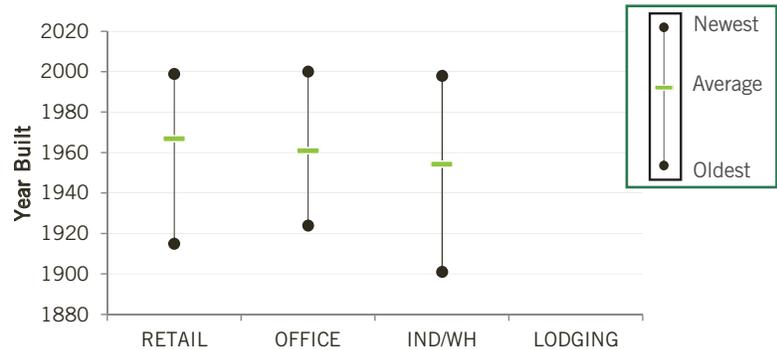


Commercial Development Inventory



Rainier has the second least commercial development of all the districts, with relatively little activity. The most common usage is industrial/warehouse, followed by retail and office.

Age of Development

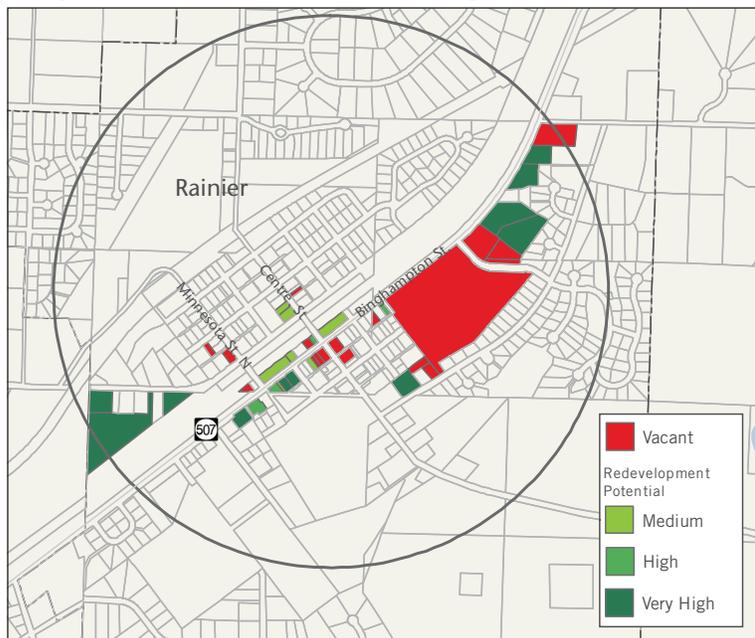


Nearly all of the building inventory was built before 2000, with the average year built for industrial/warehouse use at 1953, for office use at 1959, and for retail use at 1965.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Redevelopment Potential				
	Vacant	Very High	High	Medium	Other
Mixed Use *	26.1	15.5	0.9	2.2	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

Rainier has the fifth least redevelopment potential of all of the districts, and is above average compared to other rural districts. There are a number of vacant and redevelopable lots along Binghampton St., including a very large vacant lot between Idaho Ave. and Myers St. SE.

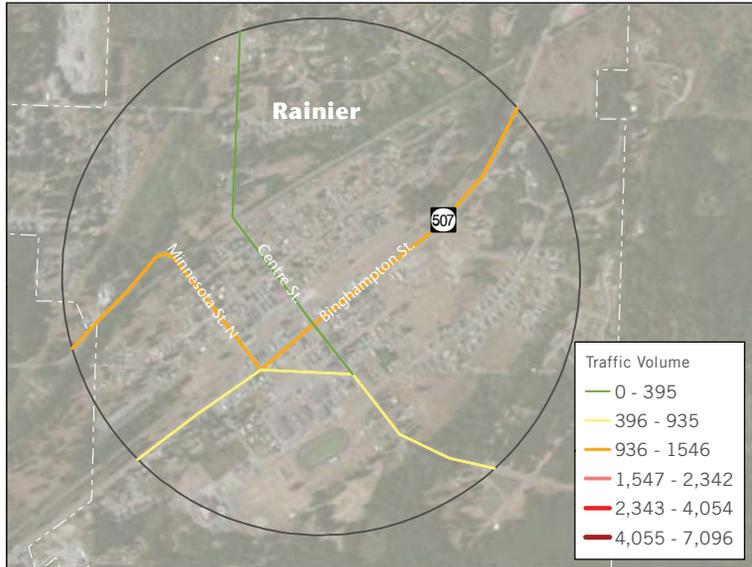
This large vacant lot is a key catalyst site for the community and offers major opportunities for Rainier's future development. The site is 18.28 acres in size and is approximately a block away from Rainier's downtown at its nearest point. Key additional sites for the community's future development include vacant lots within the downtown area, as well as areas situated directly southwest and northeast of the district boundary.

Rainier

TRANSPORTATION



Traffic Volumes



Rainier is nearly 16 miles from the nearest I-5 on-ramp, but is easily accessible for residential population growth that has been occurring in the Yelm area. Available traffic data shows that State Route 507 and Minnesota Street have moderate traffic volumes, while Center Street has low traffic volumes.” Key traffic issues in the community include resolving how best to address congestion that occurs at the intersections of Minnesota and Centre Street at Binghampton Street (Highway 507) and assure that Highway 507, or another alternate route, maintains sufficient capacity to handle through traffic, while maintaining the walkable nature of downtown Rainier. The City is not served by fixed transit routes.

Transit Routes

Rural and Tribal Transportation provides transit services for the Rainier district. This service requires a call for a ride, and does not operate on fixed transit routes.

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Overall Development Attractiveness

CITY
Olympia

CORRIDOR LOCATION

Directly East of Downtown Olympia, Along State Ave. NE and 4th Ave E. with major intersections at Central St. SE and Pacific Ave. SE

This district gets its name from Ralph's, the full service grocery store that has anchored this older neighborhood since 1956. The district is characterized by a traditional gridded street network, and the majority of homes have distinctive architectural details from the early 20th century. Crosswalks connecting Ralph's to the adjacent neighborhoods are heavily used. The corridor enjoys 15-minute transit service, and a large percentage of trips within the district are made by walking, biking, or transit.

There are numerous small, neighborhood-serving retail and service establishments in this area. The district is served by the 4th Avenue / State Avenue one-way couplet, along which most of the businesses are oriented. While there are a few vacant lots, they are typically fairly small in size. Most businesses are located in converted residential buildings. A long, gentle descent from Ralph's into the downtown core provides territorial views of the Black Hills, the Capitol, and downtown.

Ralph's Thriftway has a few strong characteristics that support future development and density, including a large population base, high land values, and a range of attractive amenities. However, the district has the least redevelopment capacity of all the urban districts. Relative to other districts, it has average employment and transit service, and slightly below average commercial development.

AMENITIES



- **Parks:** Madison Scenic Park and Lions Park
- **Streetscape:** Walkable, traditional neighborhood
- **Water/Views:** Black Hills, Budd Inlet, and Mt. Rainier Views
- **Shopping:** Ralph's Thriftway shopping complex, restaurants and small service providers.

Ralph's Thriftway has three parks, as well as good views of the Black Hills, Budd Inlet, and Mt. Rainier. The district includes the Ralph's Thriftway shopping complex, small service providers, and several restaurants near the intersections of 4th Ave., State Ave., and Pacific Ave. The district is also directly adjacent to Downtown Olympia, the County's most active neighborhood.

Ralph's Thriftway Food Store



4th Ave E



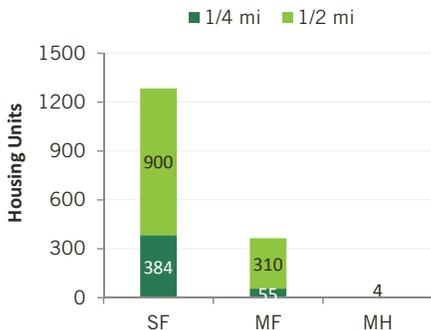
Ralph's Thriftway

MARKET FACTORS



Housing Units/Population

■ Total Population: 3,654



The majority of the 1,653 housing units within the district are single-family units, with some multi-family as well. Relative to other districts, Ralph's Thriftway has the second most housing units, after West Olympia.

Employment

■ Total Jobs: 2,096

- Commercial/Service: 1,808
- Government: 33
- Industrial: 225
- Natural Resources: 30

■ Major Employers/Businesses:

- The Olympian
- Ralph's Thriftway Grocery Store
- Department of Licensing

Relative to other urban districts, Ralph's Thriftway is average in terms of total number of jobs. The majority of jobs are in the commercial/service sector.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$14.72	2.0%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$14.68	13.0%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$18.52	7.5%
All Classes (Avg.)	\$17.02	10.6%

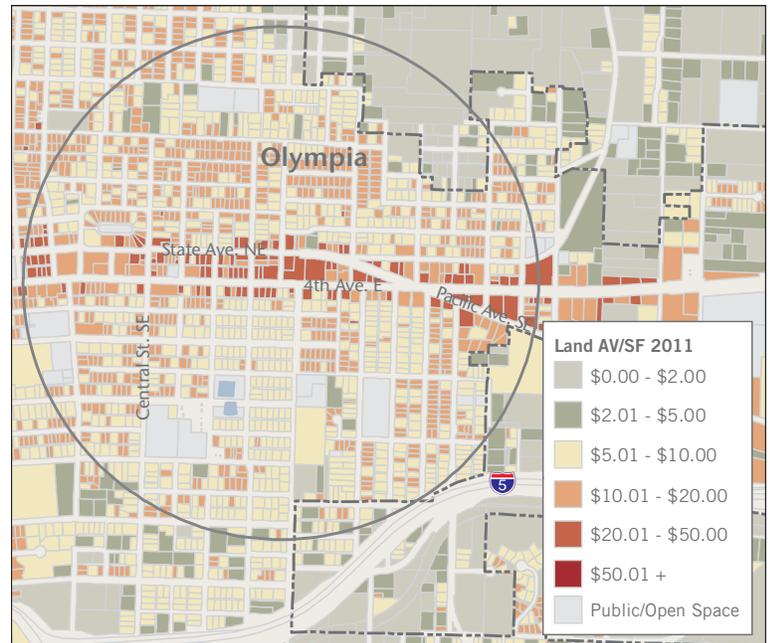
Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

The Eastside market, which includes the Ralph's Thriftway District, has the highest average general retail rents at \$14.72 per square foot, and the lowest rents for shopping centers at \$14.68 per square foot. Office rents are the second highest of all markets with an average of \$18.52 per square foot.

For retail, general retail has a low vacancy rate of 2.0%, while shopping centers are above the countywide average at 13.0%. Office vacancy is 7.5%, which the second lowest of all markets.

Land Values



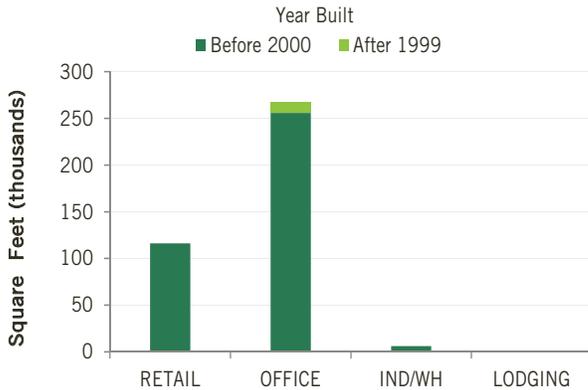
Average land value within the district is \$9.84 per square foot, the third highest of all the districts. The highest average land value is \$23.66 per square foot, in Downtown Olympia, while the average land value for all districts is \$6.02 per square foot.

Ralph's Thriftway

DEVELOPMENT CHARACTER

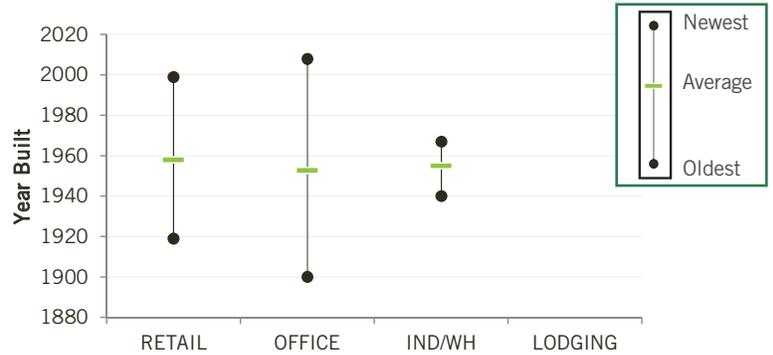


Commercial Development Inventory



Relative to other districts, Ralph's Thriftway has a slightly below average amount of commercial development. Office use is most prevalent, with some retail as well.

Age of Development

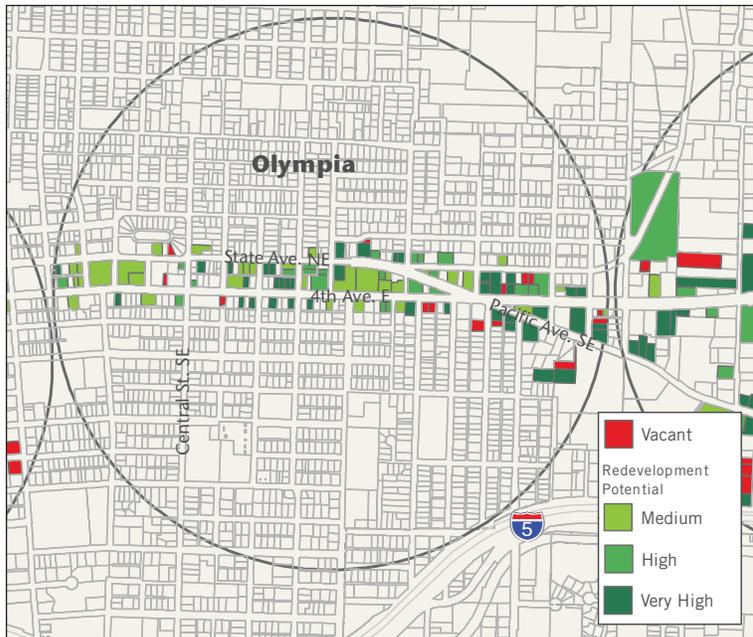


Nearly all of the building inventory was built before 2000, with the average year built for all use types in the early-mid 1950s.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Mixed Use *	2.2	10.4	4.8	10.7

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:
 Very High - Less than 3000 building SF per acre or building to land value ratio <0.5
 High - More than 3000 building SF per acre and building to land value between 0.5 and 1
 Medium - More than 3000 building SF per acre and building to land value between 1 and 2

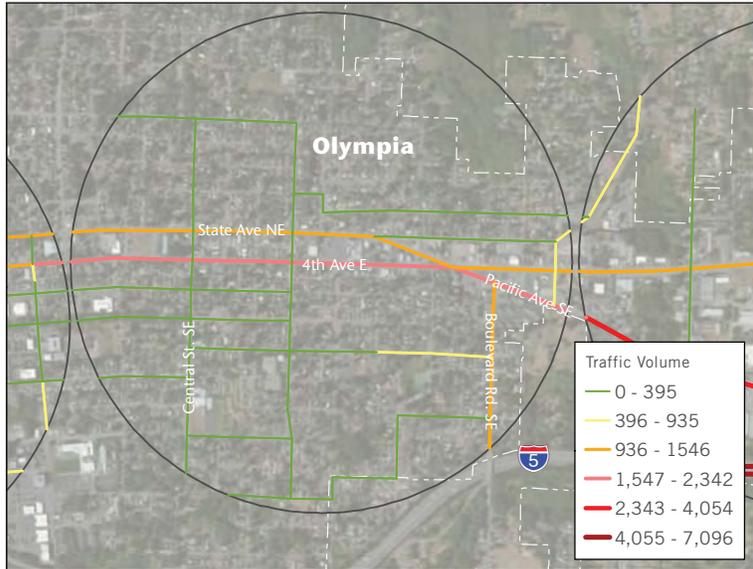
Relative to other urban districts, Ralph's Thriftway has the lowest redevelopment capacity, with very few vacant parcels. Nearly all of the redevelopable lots are along 4th Ave E, State Ave NE, and Pacific Ave SE.

Ralph's Thriftway

TRANSPORTATION



Traffic Volumes



The Ralph's Thriftway District has decent accessibility to I-5, although the nearest on-ramp is almost a mile from the eastern edge of the district. Traffic volumes are relatively moderate, but are heaviest along 4th Ave. E, State Ave. NE, and Boulevard Rd. SE. The district has 668 transit boardings per day, the fifth highest relative to the nine districts served by public transit. Staggered routes allow for fifteen-minute headways along Martin Way.

Transit Routes

Focus Area	Route	(Min.)	per Weekday	Destinations
Ralph's Thriftway	21	30	29	Olympia Transit Center, Olympia Regional Learning Academy
Ralph's Thriftway	60	30	73	Olympia and Lacey Transit Centers, Lion's Park, Group Health, South Sound Center, Panorama City
Ralph's Thriftway	62A	30	169	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Ralph's Thriftway	62B	30	189	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Ralph's Thriftway	64	30	45	Olympia and Lacey Transit Centers, South Sound Center, Lacey Corporate Center, Amtrak Station
Ralph's Thriftway	66	30	163	Olympia and Lacey Transit Centers, Lacey Corporate Center

■ 2010 Boardings per Day in District: 668

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Overall Development Attractiveness

CITY
Tumwater

CORRIDOR LOCATION

Southwest of the Tumwater Valley Golf Course along Capitol Blvd. with major intersections at Trosper Rd. SW and Dennis St. SE.

The Southgate/ DOT district is auto-oriented. The area initially developed as the route for Highway 99 in the early 1910s, and grew further with the parallel alignment of Interstate 5 and the resulting shift to auto-oriented commercial uses. This historic automobile orientation is reflected in the design and use of the buildings in the area today, which include several fast food restaurants and drive-up banks, as well as a number of structures along the old highway route that are primarily accessed via the automobile.

Transformation of the old Highway 99 corridor, which is today's Capitol Boulevard, is a key goal of the City of Tumwater. Development of attractive places along Capitol Boulevard is an important theme in the community's Economic Development Plan: "While Capitol Boulevard functions as a major arterial, carrying heavy traffic around and through the City, there are opportunities to improve its visual appeal and economic functioning through infrastructure enhancement and the development of attractive places in key nodes near residential concentrations."

Amenities to support development include 15-minute bus service, a variety of restaurants, and a park/trail that will eventually connect with a bike trail along the Deschutes River and the regional trail system. In addition, the district has a large employment base, a relatively high commercial development inventory, and relatively high redevelopment capacity. However, it is below average in terms of land value and transit boardings, and is unfriendly to pedestrians due to the lack of separation between the sidewalk and traffic on the 35 mph corridor, as well as the low number of crosswalks and other pedestrian amenities.

AMENITIES



- **Parks:** Future park/trail that will connect with a bike trail along the Deschutes River and the regional trail system.
- **Shopping:** Southgate Shopping Center
- **Other:** Restaurants, banks, and a bowling alley

Southgate/DOT includes the Southgate Shopping Center, as well as a lot of restaurants, banks, and a bowling alley along Capitol Boulevard.

Capitol Way



DOT Building



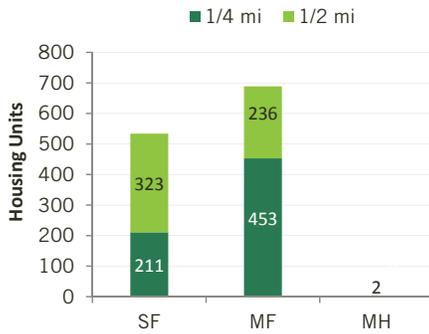
Southgate/DOT

MARKET FACTORS



Housing Units/Population

■ Total Population: 2,506



Relative to other urban districts, Southgate/DOT is average in terms of housing units, with 1,225 single-family homes. Multi-family housing is most common, although there are also a significant number of single-family units.

Employment

■ Total Jobs: 2,521

- Commercial/Service: 1,798
- Government: 592
- Industrial: 125

■ Major Employers/Businesses:

- State Offices (DOT, DOR)
- Southgate Shopping Center
- Peter G. Schmidt Elementary School

Relative to other urban districts, Southgate/DOT has the fourth highest total number of jobs. The majority of jobs are in the commercial/service sector, although there are also a substantial number of jobs in the government sector, and some in the industrial sector.

Commercial Rents (per SF)

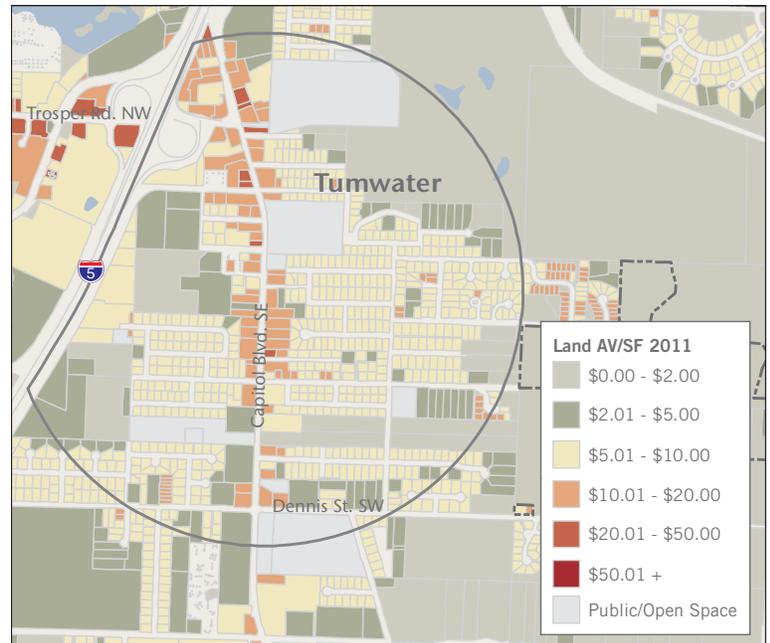
	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$14.72	2.3%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$17.01	15.5%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$15.30	7.5%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property, Year-end 2011
 * All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Overall, rents within the broader Tumwater-South Olympia market, which the Southgate DOT District is within, are near the countywide market average. General retail rents are higher than the countywide average at \$14.72 per square foot, while rents at shopping centers are slightly below the countywide average at \$17.01 per square foot. At \$15.30 per square foot, office rents are lower than the countywide average.

Vacancy rates within the Tumwater-South Olympia market are lower than the countywide average for general retail and office uses. Shopping center vacancy is fairly high at 15.5%.

Land Values



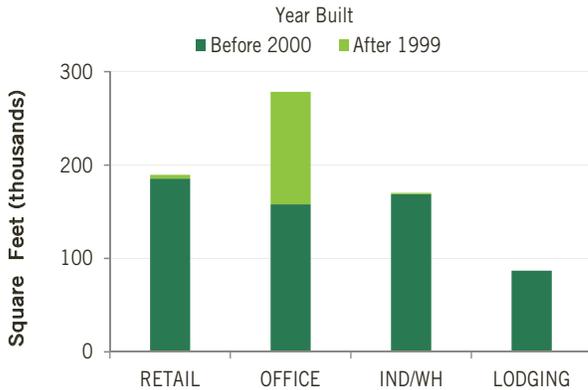
Average land value within the district is \$6.25 per square foot, which is on the lower half of the spectrum relative to other urban districts. The highest average land value is \$23.66 per square foot, in Downtown Olympia, while the average land value for all districts is \$6.02 per square foot.

Southgate/DOT

DEVELOPMENT CHARACTER

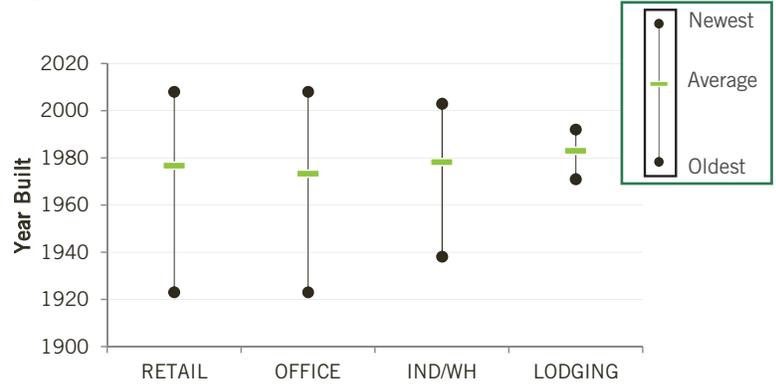


Commercial Development Inventory



Relative to other districts, Southgate/DOT has a higher than average amount of commercial development. Office use is most prevalent, with a substantial amount of retail and industrial use, as well as some lodging use. A large increase in state office development recently occurred at the far south end of the district.

Age of Development

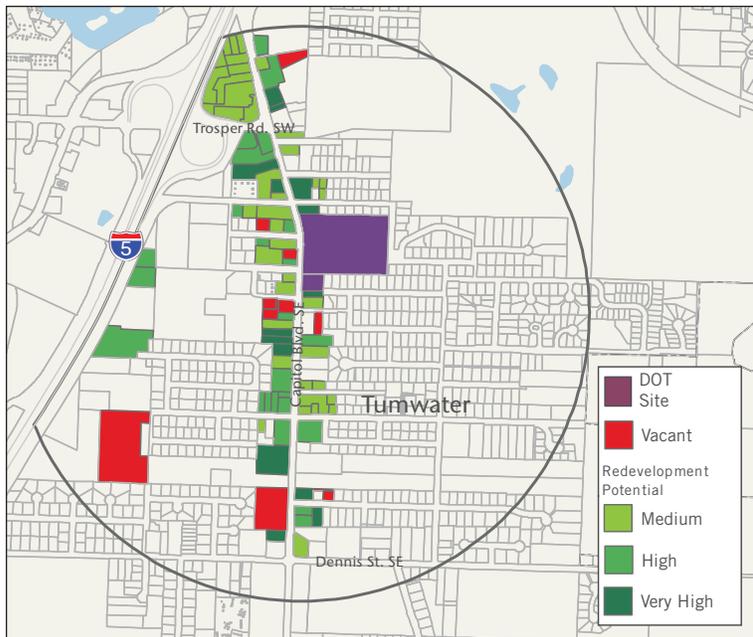


The majority of the building inventory in the Southgate/DOT district was built before 2000, although nearly half of the office space was built after 1999. Average year built for lodging use is highest, at 1982, with industrial use at 1977, retail use at 1975, and office use at 1972.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential			
		Very High	High	Medium	Other
Commercial	11.3	7.8	14.8	17.3	0.0
DOT Site *	0.0	0.0	0.0	0.0	10.6
Mixed Use	0.4	0.2	0.0	0.5	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:
 Very High - Less than 3000 building SF per acre or building to land value ratio <0.5
 High - More than 3000 building SF per acre and building to land value between 0.5 and 1
 Medium - More than 3000 building SF per acre and building to land value between 1 and 2

Relative to the other districts, Southgate/DOT has an average amount of redevelopment capacity. Nearly all of the vacant and redevelopable lots are along Capitol Boulevard. City leadership has identified the current DOT site as having the potential for a large-scale redevelopment project, due to the large lot size and central location within the district. The Southgate Shopping Center also presents a significant redevelopment opportunity.

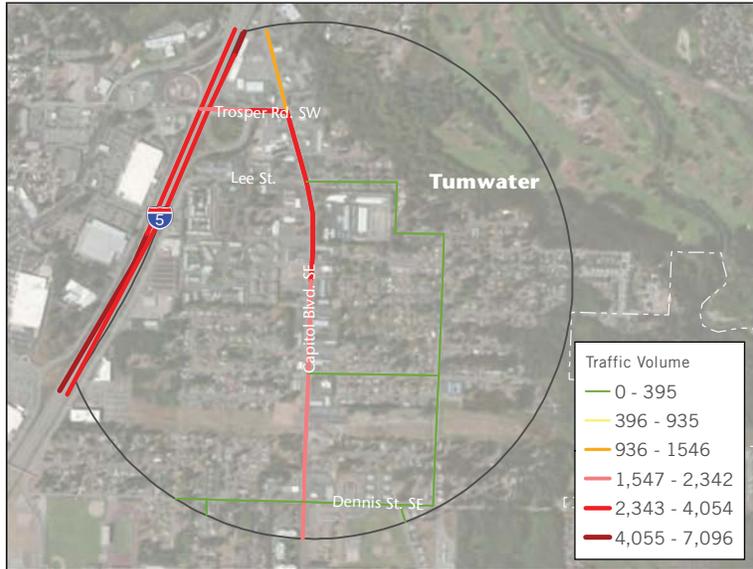
However, there are a number of constraints to redevelopment along the corridor, including traffic congestion, close proximity of access points, lack of internal circulation between adjacent properties, lack of right-of-way width for installation of planter strips and bike lanes, etc.

Southgate/DOT

TRANSPORTATION



Traffic Volumes



Southgate has excellent accessibility to I-5, with an on-ramp within the district. Traffic volumes are moderate to high, with the heaviest traffic along I-5 and the stretch of Capitol Blvd. South of Trospen. The district is served by one bus route and has 401 transit boardings per day, the Third lowest amongst the nine districts served by public transit.

The main traffic issues relate to the large volumes being funneled into the section of roadway between Lee Street and Trospen Road. The large number of business access points directly on the roadway combined with the peak volumes and the freeway access issues create significant congestion during peak morning, peak afternoon, and during lunchtime.

Transit Routes

Focus Area	Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
Southgate / DOT	13	15	401	Olympia Transit Center, Tumwater Square, Capitol Blvd, Labor & Industries, Tumwater Town Center

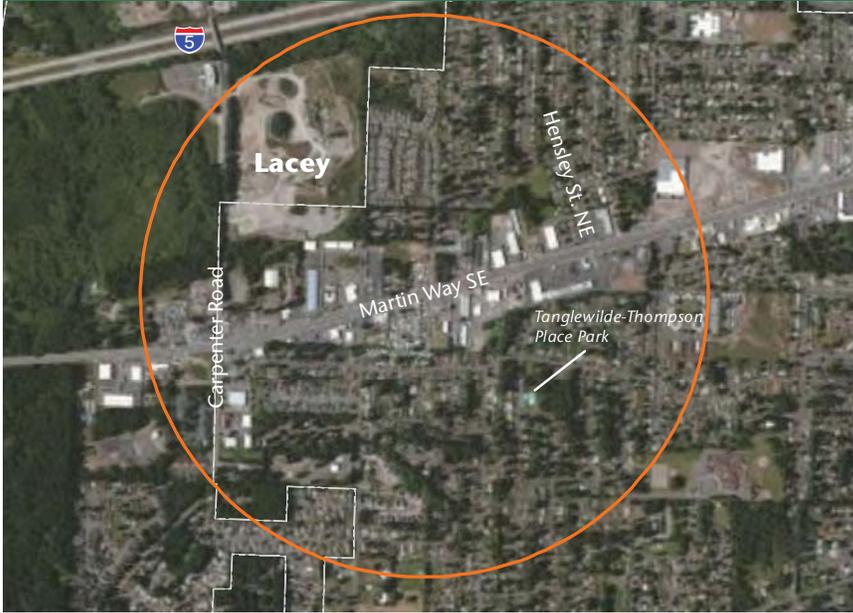
■ 2010 Boardings per Day in District: 401

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Tanglewilde/Carpenter Rd.



Overall Development Attractiveness

CITY
Lacey

CORRIDOR LOCATION

Along Martin Way SE including an intersection at Carpenter Road

The Tanglewilde/ Carpenter Road district is located on the Martin Way corridor in Lacey and unincorporated Thurston County. Though it is bordered by I-5 to the north, the two nearest highway accesses are just under a mile away. It is characterized by a very wide right-of-way, large lots with several warehouse type structures, and two traditional strip malls with neighborhood-serving retail and service businesses. Surrounding neighborhoods are ethnically diverse, which is reflected in the array of businesses in this area. Major renovations of Carpenter Road will be complete in 2012. Carpenter Road provides an essential north-south linkage, and connects this district to major residential neighborhoods to the north and south.

Unlike other locations on this corridor, there are still some large vacant and underutilized parcels. The district is close to the future Gateway development in Lacey, and could experience development pressure as the Gateway development builds out. Other amenities that could support infill and redevelopment in this area include fifteen-minute bus service along Martin Way, a number of restaurants, including several Asian options, and proximity to the wetlands associated with Woodland Creek, which provides a natural link to the open space found on the Saint Martin's University campus.

Tanglewilde/Carpenter Rd. has a couple of strong characteristics that could support future growth, including the amenities listed above, a very high redevelopment capacity (with many large undeveloped or underdeveloped parcels), and fifteen-minute headways. However, the district has a small employment base, relatively low land values, low transit usage, and a number of shallow, linear parcels.

AMENITIES



- **Parks:** Tanglewilde-Thompson Place Park
- **Water/Views:** Woodland Creek and Large Wetland Area
- **Shopping:** Shopping Complexes on Martin Way and Hensley Street/Ranger Drive, as well as on Carpenter Road.
- **Other:** Restaurants

Within the District is the Tanglewilde-Thompson Place Park, as well as the Woodland Creek and a large wetland area. There are also shopping complexes located on Carpenter Road and near Hensley Street and Ranger Drive, by Martin Way SE. There are several restaurants scattered along Martin Way SE.

Martin Way SE near Ranger Dr.



Miles Sand and Gravel Co.



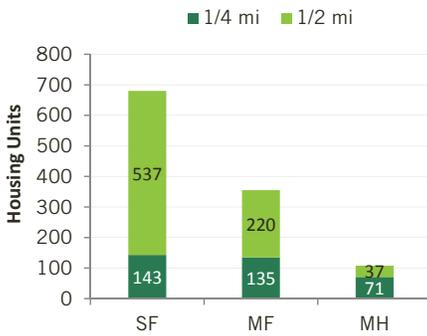
Tanglewilde/Carpenter Rd.

MARKET FACTORS



Housing Units/Population

■ Total Population: 2,743



The majority of the 1,143 housing units within the district are single-family units, with some multi-family as well. Relative to other districts, the Tanglewilde/Carpenter Road District is slightly above average for the total number of housing units.

Employment

■ Total Jobs: 1,205

- Commercial/Service: 927
- Government: 77
- Industrial: 201

■ Major Employers/Businesses:

- Northwest Indian Fisheries

Tanglewilde/Carpenter has the least number of jobs of all the urban districts, with over 75% of jobs being in the commercial/service sector.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$13.46	3.0%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$16.76	8.5%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$17.75	15.2%
All Classes (Avg.)	\$17.02	10.6%

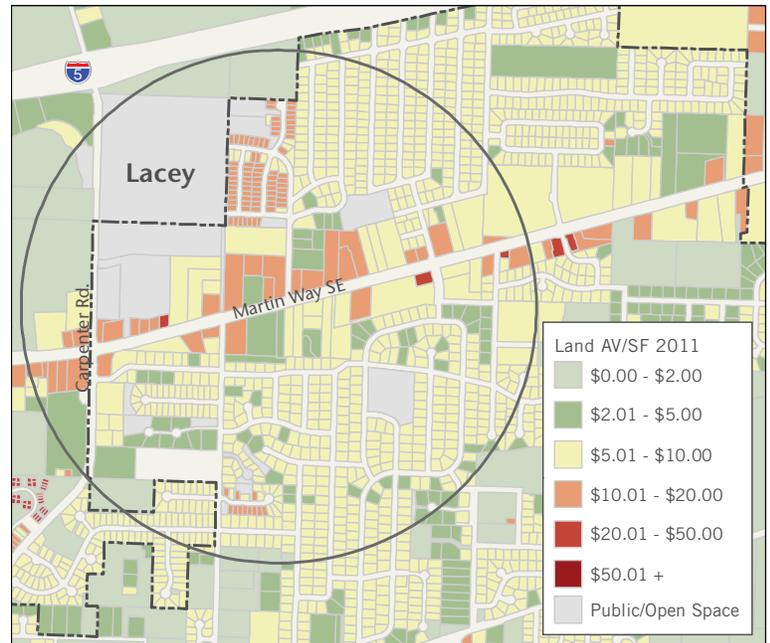
Source: CoStar Property, Year-end 2011

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

The district is within the Lacey market, which has about average retail and office rents. General retail rents are \$13.46 per square foot, and shopping center rents are \$16.76 per square foot. Office rents are above the countywide average at \$17.75 per square foot.

Vacancy for retail uses is slightly below the countywide average. General retail is at 3.0% vacancy and shopping centers have a vacancy rate of 8.5%. Office has the second highest vacancy rate behind Yelm at 15.2%.

Land Values



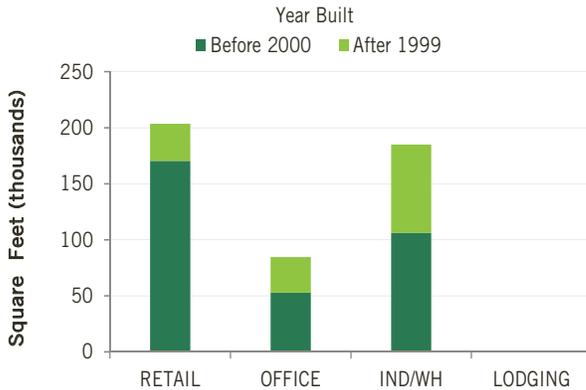
Average land value within the district is \$6.52 per square foot. This is in the middle of the urban districts evaluated and just above the Southgate/DOT district (\$6.25). The highest average land value is \$23.66 per square foot, in Downtown Olympia, while the average land value for all districts is \$6.02 per square foot.

Tanglewilde/Carpenter Rd.

DEVELOPMENT CHARACTER

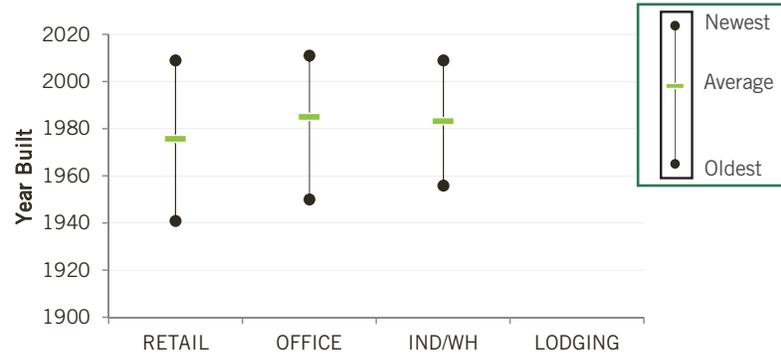


Commercial Development Inventory



Relative to other districts, Tanglewilde/Carpenter Road has an average amount of commercial development. Retail and industrial uses are most prevalent, with some office uses as well.

Age of Development

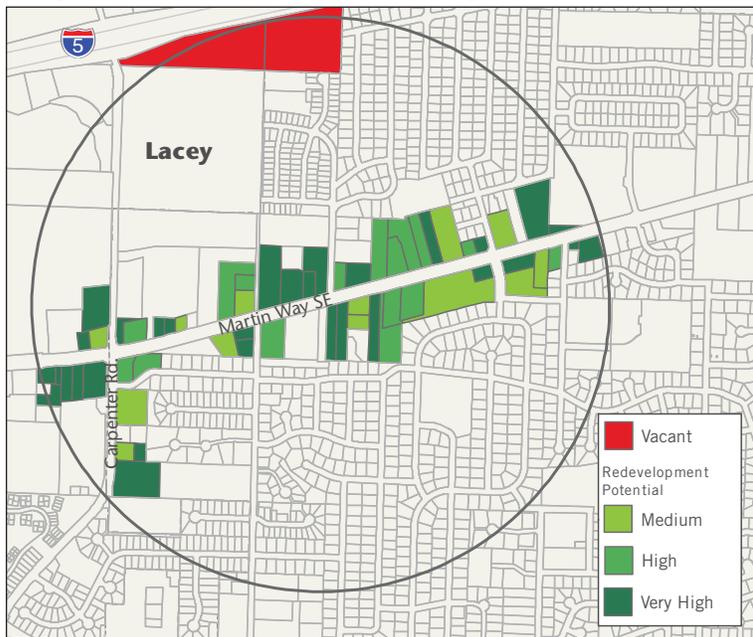


The majority of the building inventory was built before 2000 with the average year built for retail development at 1977, for office development at 1987, and for industrial development at 1985.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Commercial	0.0	0.8	0.0	0.0
Mixed Use *	10.8	30.9	19.4	18.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:
 Very High - Less than 3000 building SF per acre or building to land value ratio <0.5
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 Medium - More than 3000 building SF per acre and building to land value between 1 and 2

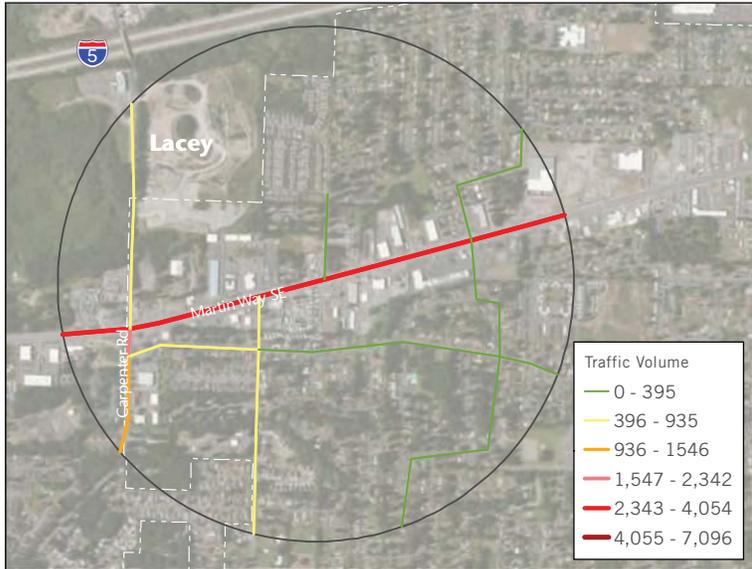
Tanglewilde/Carpenter Road has the second highest redevelopment capacity of all the districts. Nearly all of Martin Way SE and Carpenter Road are lined with buildable lots, and there is a cluster of large, vacant area on the north edge of the district along I-5.

Tanglewilde/Carpenter Rd.

TRANSPORTATION



Traffic Volumes



The Tanglewilde/Carpenter Road District has decent accessibility to I-5, although the nearest on-ramp is almost a mile from the western edge of the district. Traffic volumes are heaviest along Martin Way and Carpenter Road South of Martin Way. The district has a relatively low number of transit boardings, with only 283 per day (the second lowest out of the nine districts served by transit). Planners believe this is largely due to the area's historically poor pedestrian infrastructure and access. Staggered routes allow for fifteen-minute bus service along Martin Way.

Transit Routes

Focus Area	Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
Tanglewilde / Carpenter Rd.	62A	30	152	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
Tanglewilde / Carpenter Rd.	62B	30	131	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie

■ 2010 Boardings per Day in District: 283

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Downtown Tenino



Overall Development Attractiveness

CITY
Tenino

CORRIDOR LOCATION

Along Old Hwy 99 SE/E Sussex Ave (SR 507) including most of the city of Tenino

The city of Tenino is a small community that is defined by its history – first as a railroad town, and then as the home of Tenino Sandstone, a major building material prior to the widespread use of concrete. The community was a stop on the initial transcontinental railroad in 1872, and continues to have the Burlington Northern-Santa Fe mainline run through the city. The original transcontinental railroad is now gone and is home to the Yelm to Tenino Trail. Sandstone quarried near the transcontinental railroad brought people and wealth to the community, but the operation of local quarries halted with the acceptance of concrete as a building material. Reminders of the community’s sandstone heritage, however, are plentiful – from the swimming pool located in a former quarry, to public art pieces carved by a local stone carver, to the buildings in the historic downtown constructed from the building material.

Existing commercial development in the Downtown Tenino district is primarily located along Highway 507 (Sussex Avenue), with major areas of development seen in the downtown area and near the Tenino IGA Supermarket. These commercial areas are easily accessible by foot, bike, or car for surrounding residents. The recent conversion of the entire city from septic to sewer opens further economic development opportunities.

Tenino’s attractive city center, historical character, and other amenities could play an integral role in attracting future development to the city. Among the rural districts, it has a relatively high employment and population base, as well as high land values. However, the district currently has relatively little commercial development, and there are only a small amount of redevelopable acres.

AMENITIES



- **Parks:** Tenino City Park and school playgrounds
- **Streetscape:** Historic Main Street with several historic sandstone buildings and walkable traditional neighborhoods
- **Water/Views:** Views of Scatter Creek and wooded hillsides
- **Shopping:** Neighborhood commercial
- **Other:** Yelm to Tenino Bike Trail, Quarry Pool, Tenino Depot Museum, post office, restaurants

Within the District is Tenino City Park, which includes the Tenino Depot Museum and the Quarry Pool. The Yelm to Tenino bike trail runs through the city. Downtown has a historic, walkable main street with various amenities, including restaurants and other commercial activity. The city also includes views of Scatter Creek and wooded hillsides.

Tenino Depot Museum



Downtown Tenino Shops



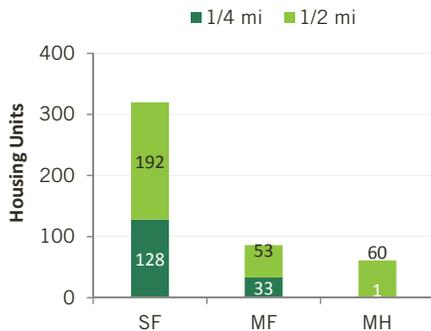
Downtown Tenino

MARKET FACTORS



Housing Units/Population

■ Total Population: 1063



Nearly 70% of the 467 housing units within the district are single-family units, with some multi-family and manufactured housing as well. Relative to the other rural districts, Tenino has the second most housing units.

Commercial Rents (per SF)

Outlying Thurston County Market

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$7.40	5.1%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	N/A	3.1%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$8.99	2.9%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property
 * All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Rents for the outlying Thurston County market, which includes Tenino, are considerably lower than countywide averages. General retail rents are \$7.40 per square foot and office rents are \$8.99 per square foot.

General retail vacancies are low, but still higher than the countywide average of 3.3%. Office vacancy is well below the countywide average at 2.9%.

Employment

■ Total Jobs: 802

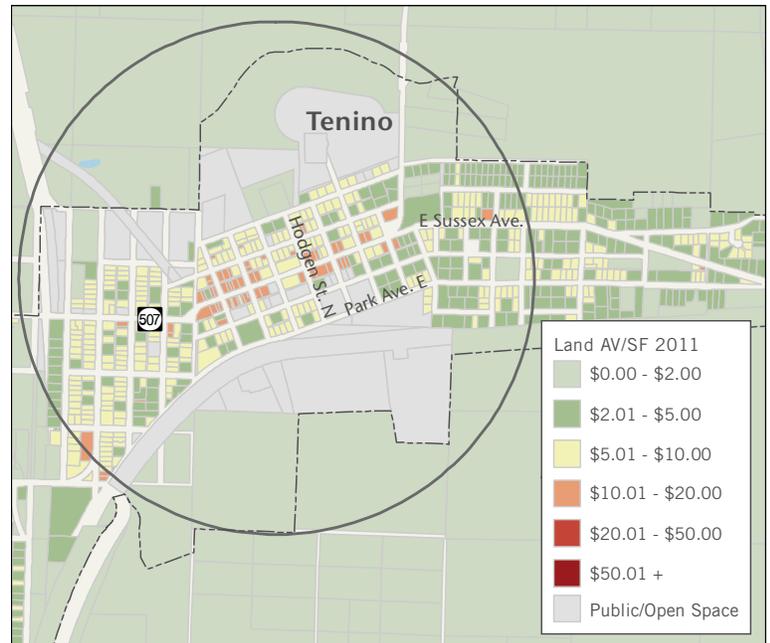
- Commercial/Service: 477
- Government: 242
- Industrial: 81
- Natural Resources: 3

■ Major Employers/Businesses:

- Tenino Thriftway IGA grocery store
- Tenino School District

Relative to the other rural districts, Downtown Tenino has the second highest number of jobs. The majority of jobs are in the commercial/service sector, with a relatively high amount of government sector jobs and some industrial sector jobs.

Land Values



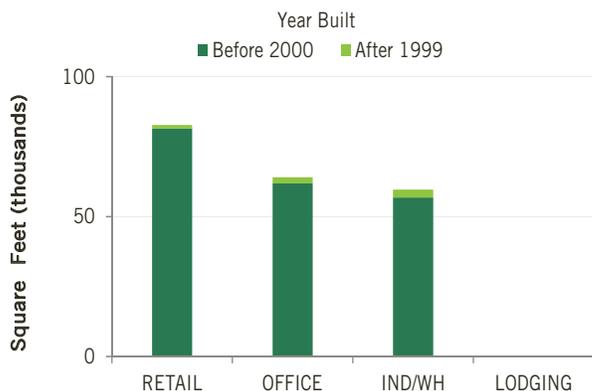
Average land value within the district is \$2.20 per square foot, with the highest land value along Old Hwy 99 SE. This is the third lowest of all the districts evaluated, but is average compared to the other rural districts. The average land value for all districts is \$6.02 per square foot, while the highest is Downtown Olympia at \$23.66 per square foot.

Downtown Tenino

DEVELOPMENT CHARACTER

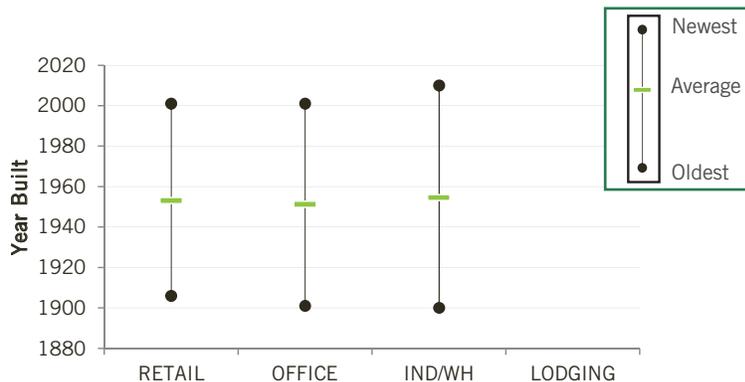


Commercial Development Inventory



Tenino has the third least commercial development of all the districts, but is average relative to other rural districts. The most common usage is retail, followed closely by office and industrial/warehouse.

Age of Development

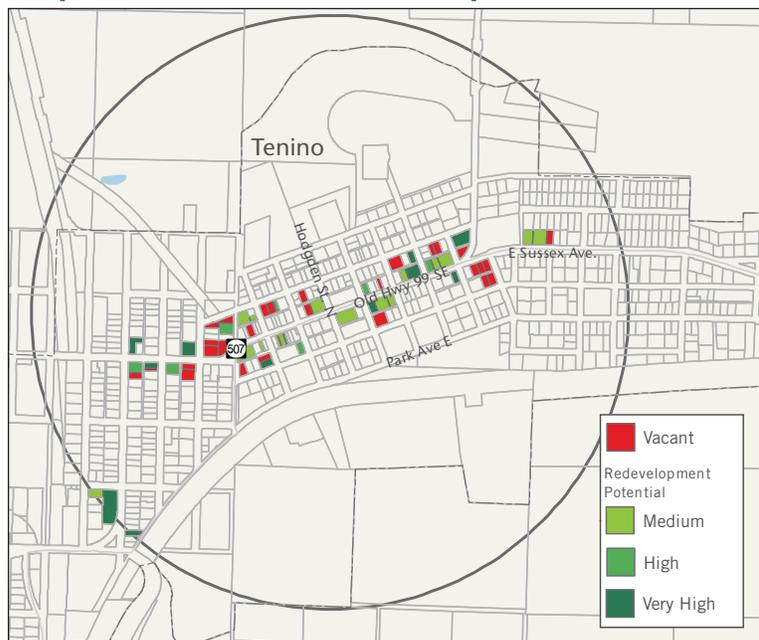


Nearly all of the building inventory was built before 2000, with the average year built for office use at 1950, for retail use at 1952, and for industrial/warehouse use at 1953.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential			
		Very High	High	Medium	Other
Commercial	0.0	1.0	0.0	0.2	0.0
Mixed Use *	4.8	2.1	1.4	3.2	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

The Downtown Tenino district has the second least redevelopment potential of all the districts studied, though the City of Tenino contains additional developable land located south and west of the district boundary. Most redevelopable lots within the district are situated along Old Highway 99 and Highway 507.

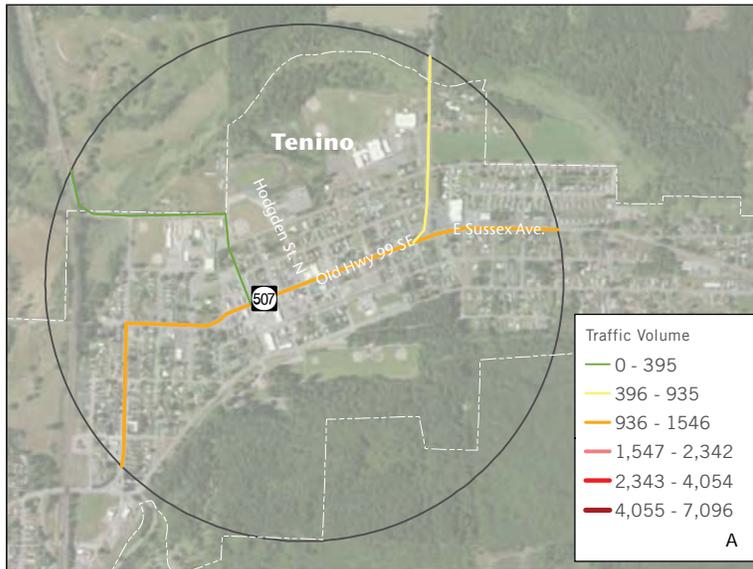
Key catalyst sites for future development within the Downtown Tenino district include vacant lots in the downtown, which could add businesses, residents, and vitality to the center of the city. Outside of the district, key catalyst sites include the industrially-zoned area located along the Burlington Northern-Santa Fe Railroad, and the recently annexed area on the Westside of the community.

Downtown Tenino

TRANSPORTATION



Traffic Volumes



Tenino is a relatively isolated district, and is nearly nine miles from the nearest I-5 on-ramp. Available traffic data shows that the primary routes through the city, State Route 507 and Old Highway 99, have moderate traffic volumes. Key issues related to traffic include how best to induce passing motorists to shop and spend time in downtown Tenino, and how best to manage the competing roles of Sussex Avenue as a major thoroughfare/ highway and the city's main business district. The city is not served by fixed transit routes.

Transit Routes

Rural and Tribal Transportation provides transit services for the Downtown Tenino district. This service requires a call for a ride, and does not operate on fixed transit routes

This commercial market analysis was developed as part of the **Sustainable Thurston Project** (www.sustainablethurston.org). It will provide background information for the allocation of TRPC's 2040 Employment Forecast and the Regional Plan for Sustainable Development.



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Overall Development Attractiveness

CITY Olympia

CORRIDOR LOCATION

Along Harrison Ave. NW and 4th Ave. W with intersections at Black Lake Boulevard SW and Division St. NW.

Harrison Avenue has long been an important arterial, serving as the state highway route to the Olympic peninsula and coast before US 101 was constructed in the late 1950s. Today it is a busy local arterial fronted by numerous small businesses that cater to pass-through traffic and adjacent neighborhoods. Businesses on this corridor serve not just the older close-in neighborhoods, but also the vast suburban residential neighborhoods that expand north to Cooper Point. The commercial crossroads at Harrison and Division has attracted some new commercial activity but still has some underutilized parcels. A grocery outlet and numerous eateries and services support residential needs. Parks dot the district, which includes an elementary and middle school. It enjoys high frequency transit service, including direct access to The Evergreen State College, downtown, and Capital Mall. Mixed-use redevelopment would be compatible with adjacent uses. Low-rise buildings of 3-4 stories would command sweeping views of the Olympics and Mt. Rainier.

Close-in neighborhoods are firmly established with limited capacity for infill. They generate significant walk, bike, and transit trips. The lowest single-occupancy vehicle rates in the region are found in this area. What is striking is that these older neighborhoods and arterials are bounded by the region's largest retail commercial complex, Capital Mall. This creates some traffic tensions, particularly around the holidays. Retrofit of some arterials may help relieve these problems, which result in neighborhood cut-through traffic.

West Olympia has several strong characteristics that support future development and density, including a large population base, strong transit, residential amenities (shopping, parks), proximity to Downtown, and relatively high land values. However, a significant challenge is that the District has low redevelopment capacity, with few buildable acres East of Division Street.

AMENITIES



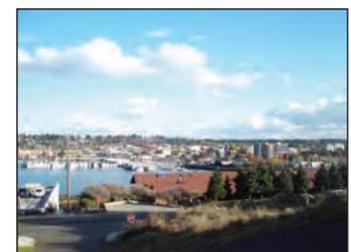
- **Parks:** Woodruff, Seven Oars, Sunrise, and Garfield Nature Trail
- **Streetscape:** Connected streets and pedestrian paths, city investment in streetscapes
- **Water/Views:** Some Rainier and Budd Inlet Views
- **Shopping:** Shopping and restaurants along Division St. and Harrison Ave.
- **Other:** Bowling Alley, Farmer's Market, Capital Mall and Downtown Olympia

West Olympia has four parks, shopping, restaurants, and a bowling alley. It is also within close proximity to Downtown Olympia and the Capital Mall. The streetscape has seen significant investment, and there are connected streets and pedestrian paths. In addition, there is a Saturday Farmer's Market. The district also has good views of Rainier, the Budd Inlet, and Downtown Olympia.

Restaurant on Division St.



View of Puget Sound and Downtown



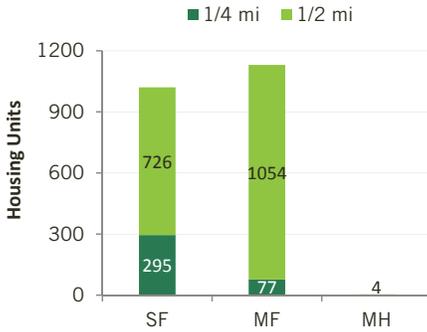
West Olympia

MARKET FACTORS



Housing Units/Population

■ Total Population: 4,299



West Olympia has the most housing units of all the districts, with 2,156. More than half of these units are multi-family, while the rest are single-family.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$13.07	6.1%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$17.28	12.9%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$18.67	11.4%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property, Year-end 2011
 * All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

The Westside market, which includes the West Olympia District, has average retail rents at \$13.07 per square foot for general retail and \$17.28 per square foot for shopping centers. Office rents (\$18.67 per square foot) are the second highest of the markets in Thurston County.

Vacancy rates are higher than the countywide average for general retail with 6.1%, the highest for all markets, and shopping centers with 12.9%. Office also has a vacancy rate above the countywide average at 11.4%.

Employment

■ Total Jobs: 2,400

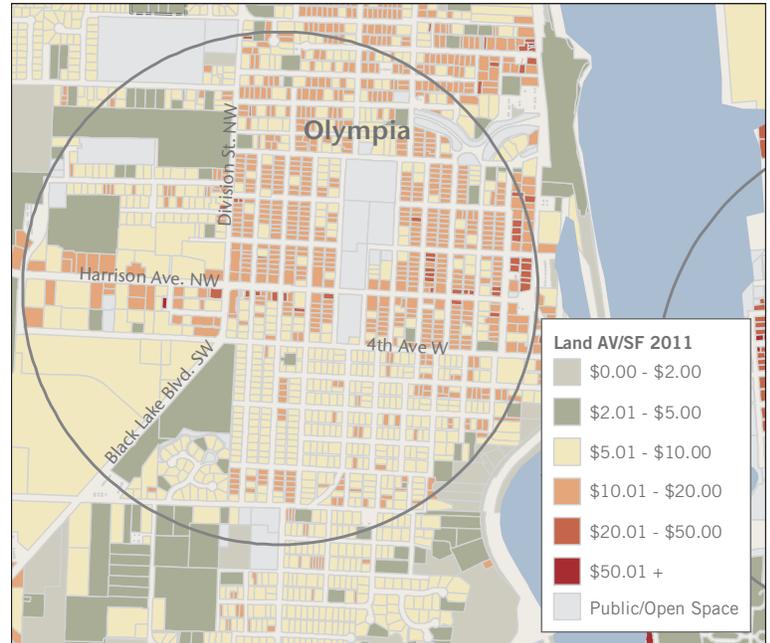
- Commercial/Service: 1,752
- Government: 518
- Industrial: 131

■ Major Employers/Businesses:

- Jefferson Middle School and Garfield Elementary School
- State Dept. of Licensing
- Capital Mall nearby

Relative to other urban districts, West Olympia is average in terms of total number of jobs. The majority of jobs are in the commercial/service sector, although there are also a substantial number of government jobs.

Land Values



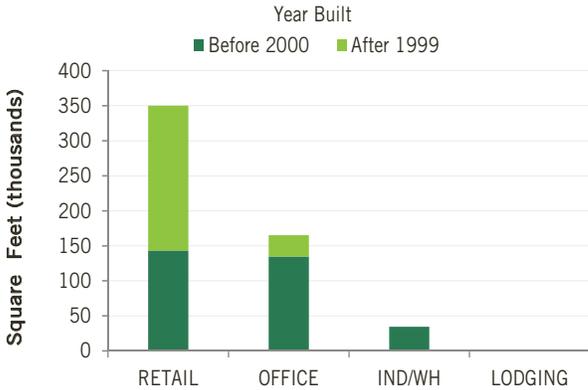
Average land value within the district is \$8.71 per square foot, the fourth highest amongst all of the districts and above average relative to other urban districts. The highest average land value is \$23.66 per square foot, in Downtown Olympia, while the average land value for all districts is \$6.02 per square foot.

West Olympia

DEVELOPMENT CHARACTER

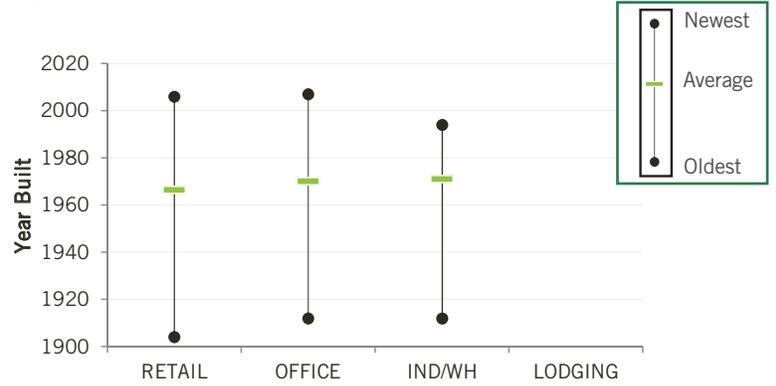


Commercial Development Inventory



Relative to other districts, West Olympia has an average amount of commercial development. Retail use is most prevalent, with some office use and a small amount of industrial use.

Age of Development

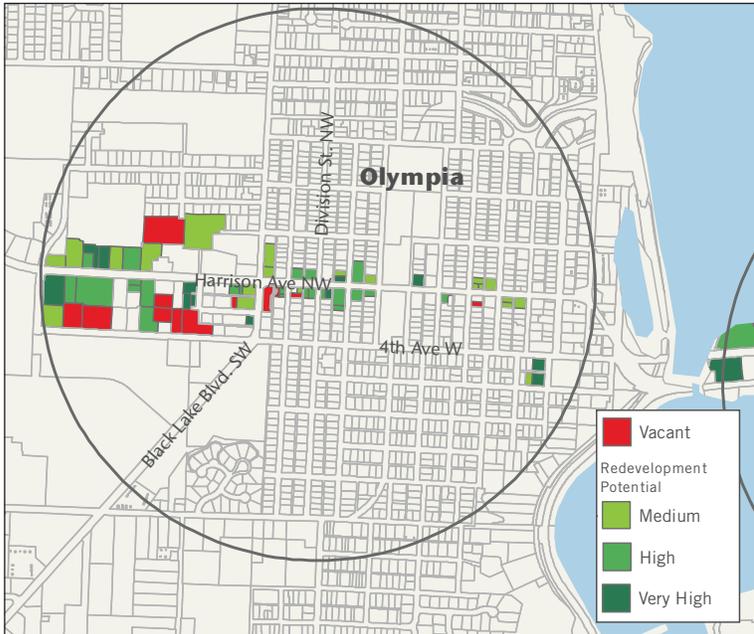


Just over half of the building inventory in West Olympia was built before 2000, although most of the retail space was built after 1999. Of all of the district, West Olympia has the fourth most development after 1999, with over 235,000 square feet. Average year built for all use types is between 1965 and 1970.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Mixed Use *	8.4	4.4	9.0	9.8

*Either commercial, residential or a combination of commercial/residential.
 ** Redev. potential estimated based on size of bldg. and bldg to land value ratio:
 Very High - Less than 3000 building SF per acre or building to land value ratio <0.5
 High - More than 3000 building SF per acre and building to land value between 0.5 and 1
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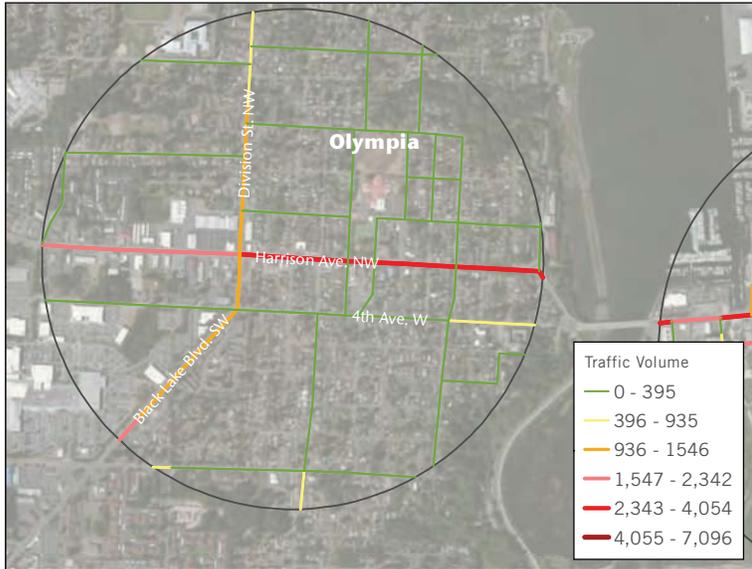
Relative to other urban districts, West Olympia has the second lowest redevelopment capacity. Most of the vacant and redevelopable lots are located west of Division St. NW. There are very few vacant parcels in the district so redevelopment will be in the form of infill.

West Olympia

TRANSPORTATION



Traffic Volumes



West Olympia has good accessibility to Highway 101, with an on-ramp approximately one half mile from the edge of the district. However, the closest access to I-5 is over 1 mile from the district. Traffic volumes are relatively moderate through most of the district, although Harrison Ave. NW has high traffic volumes east of Division St. NW. The District has high transit ridership, with 2,707 boardings per day (the third highest out of the nine districts served by transit).

Transit Routes

Focus Area	Route	Frequency (Min.)	(On and Off) per Weekday	Destinations
West Olympia	41	15	905	Olympia Transit Center, Harrison Ave, TESC
West Olympia	411-nightline	60	77	Downtown Olympia, Harrison Ave, TESC
West Olympia	44	30	263	Olympia Transit Center, County Courthouse, SPSCC, Westfield Mall
West Olympia	45	30	109	Olympia Transit Center, Harrison Ave, Capitol High, Westfield Mall
West Olympia	47	30	536	Olympia Transit Center, Westfield Mall, Capital Medical Center
West Olympia	48	30	774	Olympia Transit Center, Harrison Ave, Westfield Mall, Capital High, TESC
West Olympia	49	30	42	Olympia Transit Center, Harrison Ave, Westfield Mall

■ 2010 Boardings per Day in District: 2,707

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Overall Development Attractiveness

CITY

Olympia and Lacey

CORRIDOR LOCATION

Along Sleater Kinney Rd SE including intersections with Martin Way E & Pacific Ave SE

The Woodland District is bisected by Interstate 5, and includes property in both Lacey and Olympia. Most of the area north of I-5 is within Olympia; most of the land south of I-5 is within Lacey. It is a regional employment and retail center with direct access to and from I-5.

Once envisioned as an employment and retail center, the Lacey Woodland District south of I-5 is now a target for residential development. It is bounded by civic and educational facilities to the east and diverse retail, medical, and service opportunities in all other directions. Residences are within walking distance of a major transit center and the intersections of three regional trail networks, although inconsistent pedestrian infrastructure and access can make walking a challenge in the area. Some residential streets and sidewalks are buffered from busy arterials that serve adjacent retail centers and pedestrian-oriented design principles characterize recent infill and infrastructure investments. However, many of the residential areas lack sidewalks and much of the older pedestrian access is sub-par. The district serves as a gateway to the seat of Lacey City government and St. Martin's University.

The Woodland District has several strong characteristics that support future development and density, including strong transit accessibility, a strong employment base, and residential amenities (shopping, parks). One challenge in the Woodland District is coordinating investment efforts between property along two different arterials (Martin Way E and Pacific Avenue SE) and managing congestion at several major intersections in the area. Another challenge is integrating more multi-family housing in an area with major auto-oriented retail uses and market drivers supporting additional auto-oriented retail.

AMENITIES



- **Parks:** Woodland Trail, Chehalis-Western Trail, Huntamer Park, I-5 Park, Plaza Park West, Plaza Park South
- **Water/Views:** Mount Rainier views
- **Shopping:** South Sound Shopping Center
- **Other:** Lacey Transit Center, Near Saint Martin University

There are four parks within the Woodland District as well as connections to the Woodland Trail that connects Lacey, Downtown Olympia, and points beyond.

Saint Martin University is located just east of the district. The facilities and 1,300 students enrolled at the main campus provide additional daytime activity and demand for housing and commercial services

Huntamer Park



ESD Office Building



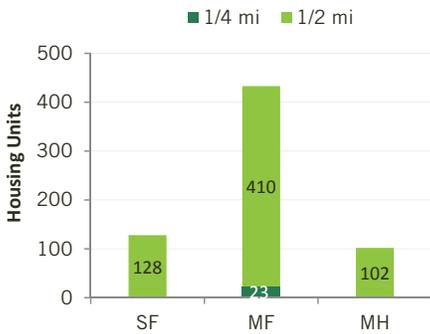
Woodland District

MARKET FACTORS



Housing Units

■ Total Population: 1,282



65% of the 663 housing units within the district are multi-family units. Relative to other districts, the Woodland District is average for the total number of housing units.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$13.46	3.0%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$16.76	8.5%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$17.75	15.2%
All Classes (Avg.)	\$17.02	10.6%

Source: CoStar Property

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

The district is within the Lacey market, which has about average retail and office rents. General retail rents are \$13.46 per square foot, and shopping center rents are \$16.76 per square foot. Office rents are above the countywide average at \$17.75 per square foot.

Vacancy for retail uses is a little below the countywide average. General retail is at 3.0% vacancy and shopping centers have a vacancy rate of 8.5%. Office has the second highest vacancy rate behind Yelm at 15.2%.

Employment

■ Total Jobs: 8,085

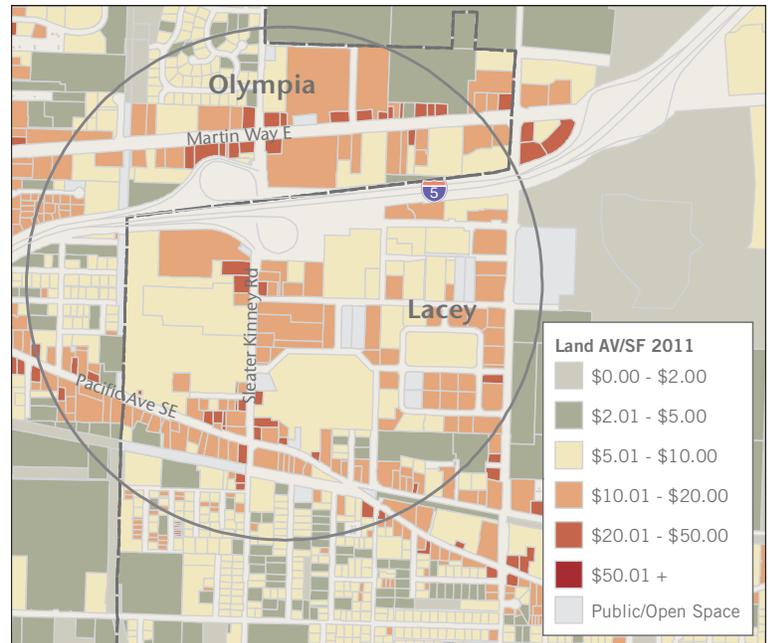
- Commercial/Service: 5,574
- Government: 2,219
- Industrial: 292

■ Major Employers/Businesses:

- South Sound Shopping Center
- Fred Meyer
- State Offices (ESD, DSHS, HCA, Personnel)
- Local Government

The Woodland District is a relatively large employment center within the county, and it has the second most jobs of all the districts evaluated behind Downtown Olympia.

Land Values



Average land value within the district is \$9.85 per square foot. This is the second highest of all the districts evaluated, but considerably lower than Downtown Olympia, which has the highest average land values (\$23.66 per square foot).

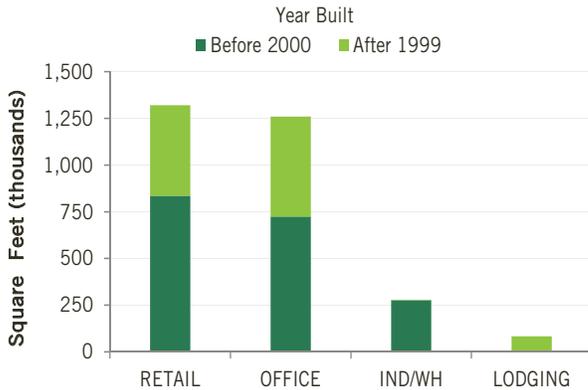
The average land value for all districts is \$6.02 per square foot.

Woodland District

DEVELOPMENT CHARACTER

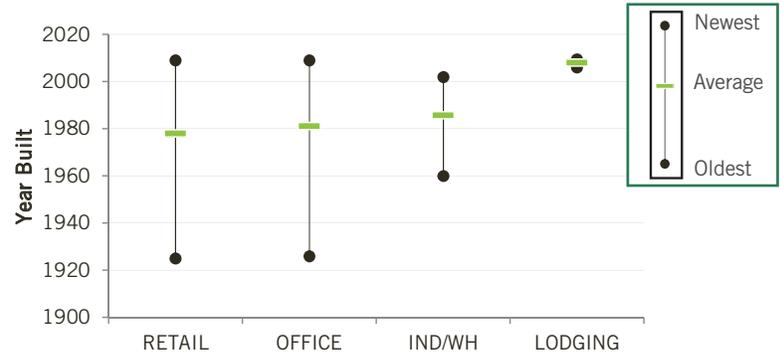


Commercial Development Inventory



The Woodland District has the second highest commercial development inventory, at nearly 3 million square feet. There is a large amount of retail and office uses, as well as some industrial use and a small amount of lodging.

Age of Development

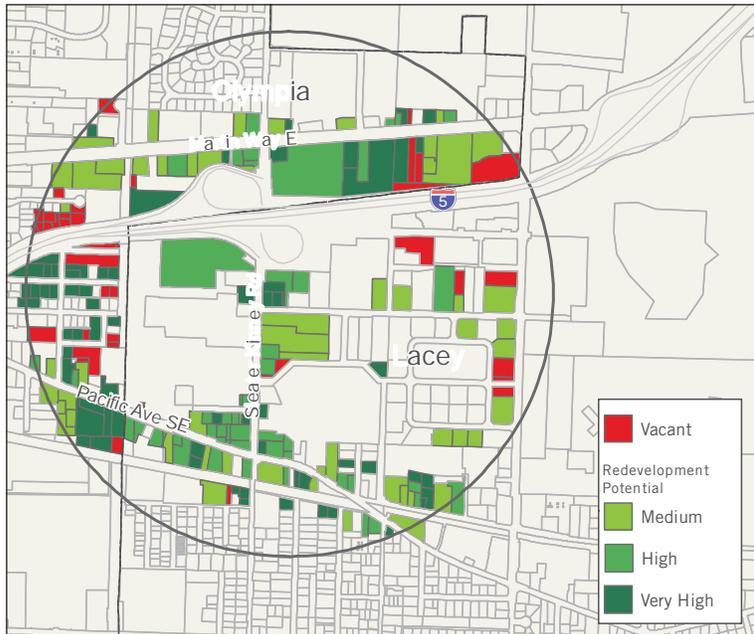


The majority of the building inventory was built before 2000, but, relative to other districts, the Woodland District has the second most commercial space built after 1999, with over 1.1 million square feet. The average year built for retail and office development is around 1990. Industrial/warehouse and lodging development occurred later, with lodging development occurring within only the last 10 years.

POTENTIAL DEVELOPMENT



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Vacant	Redevelopment Potential		
		Very High	High	Medium
Commercial	0.0	0.5	0.0	0.0
Mixed Use *	19.0	32.9	36.6	49.8

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

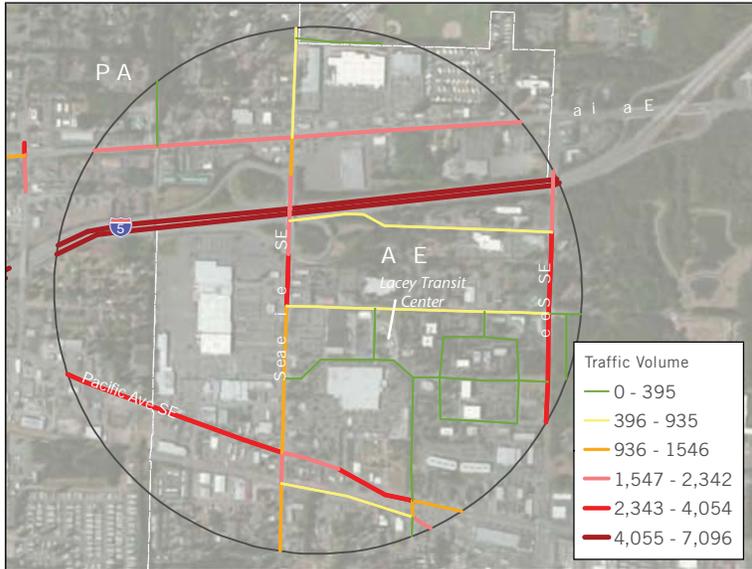
The Woodland District has substantial redevelopment capacity. The district has more development capacity than any other district, and it has more than 50 acres of buildable area than the second highest district, Tanglewilde/Carpenter Road.

Woodland District

TRANSPORTATION



Traffic Volumes



The Woodland District has good accessibility to I-5, and the district has the second most transit boardings of all the districts, at 3,599 per day. Staggered routes allow for fifteen minute headways along the Martin Way. Traffic volumes are heaviest along Pacific Avenue SE and College St. SE.

Transit Routes

Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
60	30	201	Olympia and Lacey Transit Centers, Lion's Park, Group Health, South Sound Center, Panorama City
603	30	75	Olympia and Lacey Transit Centers, Lakewood, Tacoma
62A	30	882	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
62B	30	911	Olympia and Lacey Transit Centers, Martin Way, South Sound Center, Hawks Prairie
64	30	385	Olympia and Lacey Transit Centers, South Sound Center, Lacey Corporate Center, Amtrak Station
66	30	638	Olympia and Lacey Transit Centers, Lacey Corporate Center
67	60	213	Lacey Transit Center, Pacific Ave, Tri Lake Loop
68	30	297	Olympia and Lacey Transit Centers, Tumwater Square, Olympia High, Yelm Hwy, Timberland High

- **2010 Boardings per Day in District:** 3,599
 - Lacey Transit Center Boardings Per Day: 2,416

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Overall Development Attractiveness

CITY
Yelm

CORRIDOR LOCATION

Along W Yelm Ave. and E Yelm Ave (SR 510/SR 507). with a major intersection at 1st St. S/1st St. NE.

Yelm has the fastest rate of population growth of any community in Thurston County. Situated at the intersection of SR 507 and SR 510, Yelm’s economy is both local and regional in nature. Recent retail and traffic studies indicate that Yelm is a destination for trips originating in Thurston as well as Pierce counties. Yelm and the Washington State Department of Transportation have been working together to address traffic congestion issues, and there has been dramatic improvement in recent years. A limited access route under construction north of the city will soon separate pass-through traffic from local traffic. The completion of the city’s local street grid is another factor that has greatly improved circulation in the last few years.

The Yelm Downtown district enjoys a mix of commercial and residential uses; the high school and middle school are also part of the downtown core. Two large grocery stores complement numerous small-scale businesses, eateries, and service establishments. A movie theater anchors a mixed-use complex that includes restaurants, coffee shops, a hotel, and a branch of the Timberland Library. The Yelm-to-Tenino trail intersects the Prairie Line Trail at City Hall, offering residents and employees multiple options for accessing neighborhoods and businesses on foot or bike. This linear park connects to some of the City’s other park amenities, some of which were built as part of the State’s first closed-loop sewer treatment system. Excellent views of Mt. Rainier can be found throughout the city.

In comparison to other rural districts, Yelm Downtown has a number of strong characteristics that support future development and density, including a relatively large population base, high land values, a significant amount of commercial development, and a high number of redevelopable acres. The Yelm Downtown District is also the only rural district to have transit service, which goes to Downtown Olympia.

AMENITIES



- **Parks:** Yelm City Park, Tahoma Valley Golf Course
- **Streetscape:** Walkable downtown
- **Water/Views:** Mt. Rainier Views
- **Shopping:** Shopping and dining opportunities
- **Other:** Yelm-Tenino Bike Trail, Movie Theatre Complex

Downtown Shops and Restaurants



Movie Theatre Mixed-Use Complex



There is a park and a golf course within the Yelm Downtown district, as well as a walkable downtown with shopping, dining, and a movie theatre mixed-use complex.

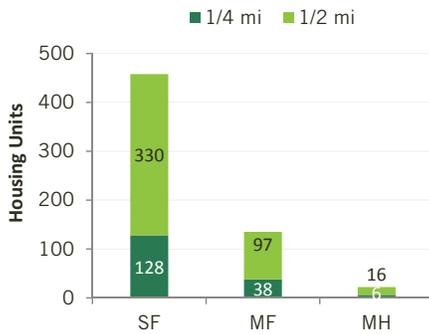
Yelm Downtown

MARKET FACTORS



Housing Units/Population

■ Total Population: 1,635



Nearly 75% of the 615 housing units in Yelm Downtown are single-family. Relative to other districts, Yelm is about average in terms of number of housing units, although the rate of growth has been the highest in the County.

Employment

■ Total Jobs: 1,325

- Commercial/Service: 942
- Government: 284
- Industrial: 99

■ Major Employers/Businesses:

- City of Yelm
- Yelm School District
- Aquatic Bathware

Relative to all other districts, Yelm Downtown is slightly below average in terms of number of jobs, however it has the most jobs of all the rural districts. The majority of jobs are in the commercial/service sector, with some government jobs and a small number of industrial jobs.

Commercial Rents (per SF)

	Quoted Rates	Vacancy Rates
Retail		
General Retail	\$12.74	1.1%
General Retail (Avg.)	\$12.73	3.3%
Shopping Center	\$23.31	3.6%
Shopping Center (Avg.)	\$17.22	10.8%
Office		
All Classes	\$16.06	43.3%
All Classes (Avg.)	\$17.02	10.6%

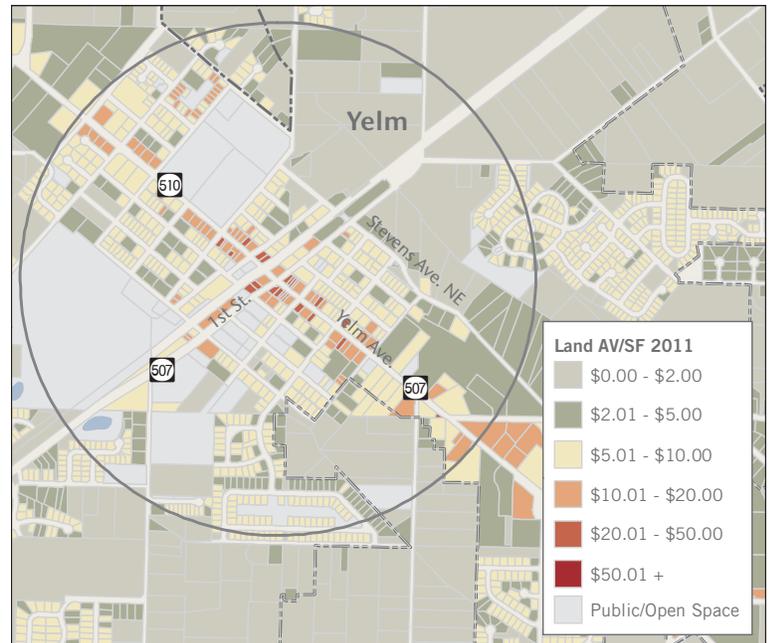
Source: CoStar Property

* All office rental rates reported have been converted to a full service equivalent rental rate, and all retail rates have been converted to triple-net (NNN) equivalent rates.

Rents for general retail and office in the Yelm/N. Yelm market, which includes Yelm Downtown, are similar to the countywide average with \$12.74 and \$16.06, respectively. Average shopping center rents are the highest of any market at \$23.31 per square foot.

Vacancy rates are some of the lowest of all markets for both general retail and shopping centers. Office has a very high vacancy rate at 43.3%. It also has the smallest inventory of office space with only 57,500 square feet of gross leasable area.

Land Values



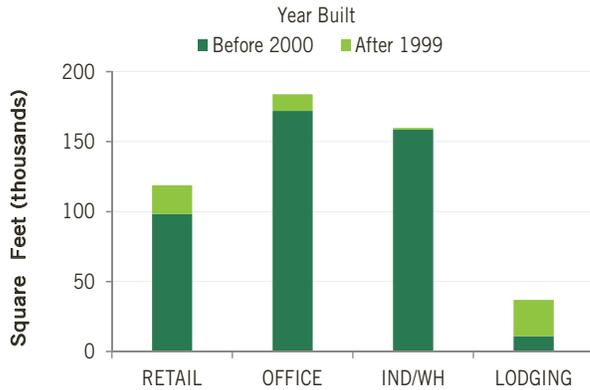
Average land value within the district is \$4.08 per square foot, which is in the middle relative to all other districts, but is the highest of all of the rural districts. The highest average land value is \$23.66 per square foot, in Downtown Olympia, while the average land value for all districts is \$6.02 per square foot.

Yelm Downtown

DEVELOPMENT CHARACTER

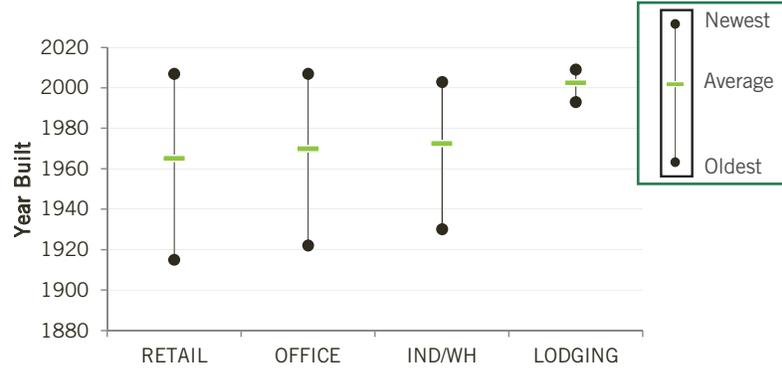


Commercial Development Inventory



Relative to all other districts, Yelm Downtown has an average amount of commercial development, but it is the second highest of all of the rural districts. Office use is most prevalent, closely followed by industrial and retail, as well as a small amount of lodging use.

Age of Development

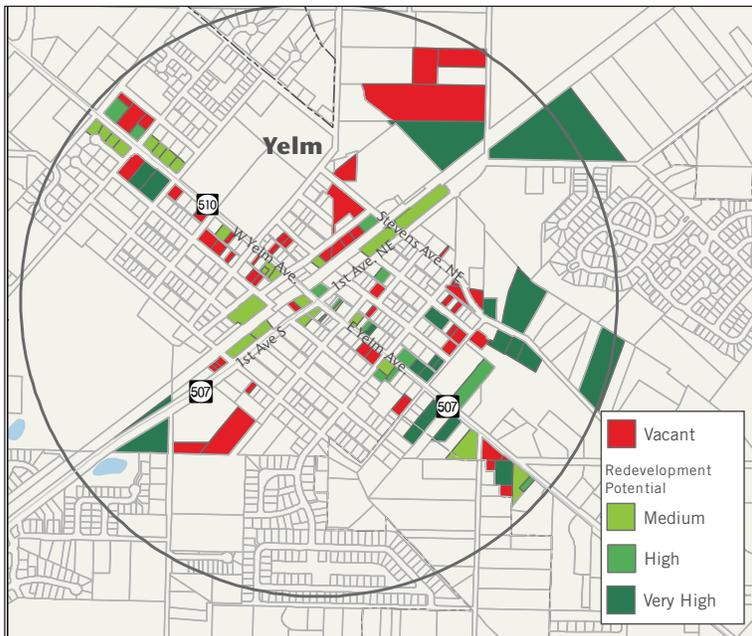


The majority of the building inventory in Yelm Downtown was built before 2000, although most of the lodging space was built after 1999. Average year built for lodging use is highest, at 2001, with industrial use at 1971, office use at 1968, and retail use at 1964.

POTENTIAL DEVELOPMENT SITES



Map of Vacant and Redevelopable Sites



Source: TRPC & Thurston County Assessor, 2011; BERK, 2011

Vacant and Redevelopable Sites (Acres)

Use	Redevelopment Potential				
	Vacant	Very High	High	Medium	Other
Industrial	9.4	11.5	0.0	0.0	0.0
Mixed Use *	14.6	11.0	4.4	9.3	0.0

*Either commercial, residential or a combination of commercial/residential.

** Redev. potential estimated based on size of bldg. and bldg to land value ratio:

Very High - Less than 3000 building SF per acre or building to land value ratio <0.5

High - More than 3000 building SF per acre and building to land value between 0.5 and 1

Medium - More than 3000 building SF per acre and building to land value between 1 and 2

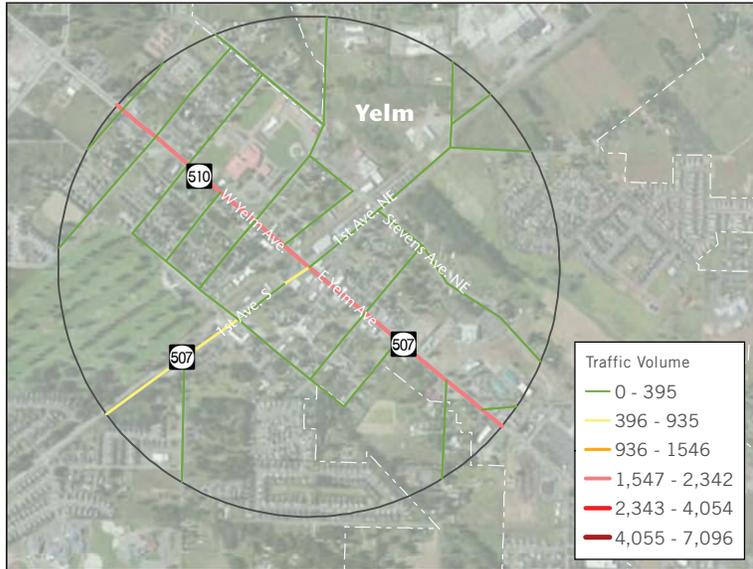
Relative to other districts, Yelm Downtown has the sixth highest redevelopment capacity, and the second highest of all of the rural districts. Most of the vacant and redevelopable lots are along Yelm Ave and 1st Ave, as well as some large lots in the Northeast section of the district.

Yelm Downtown

TRANSPORTATION



Traffic Volumes



Traffic volumes are heaviest along Yelm Ave and moderate along SR 507. The district is served by one bus route and has 81 transit boardings per day, the lowest amongst the nine districts served by public transit. Yelm Downtown is the only rural district that has transit service.

Transit Routes

Focus Area	Route	Peak Frequency (Min.)	Total Boardings (On and Off) per Weekday	Destinations
Yelm	94	60	81	Olympia Transit Center, Amtrak Station, Red Wing Casino, Yelm

■ 2010 Boardings per Day in District: 81

This commercial market analysis was developed as part of the **Sustainable Thurston Project** (www.sustainablethurston.org). It will provide background information for the allocation of TRPC's 2040 Employment Forecast and the Regional Plan for Sustainable Development.



Founded in 1988, BERK is an interdisciplinary strategy and analysis firm providing integrated, creative, and analytically rigorous approaches to complex policy and planning decisions. BERK's team of strategic planners, policy and financial analysts, economists, cartographers, information designers, and facilitators work together to bring new ideas, clarity, and robust frameworks to the development of analytically-based and action-oriented plans.