

# LACEY, OLYMPIA, & TUMWATER CORRIDOR ATLAS



## Creating Walkable Urban Centers and Corridors

Creating vibrant centers and corridors where people can live, work, shop, and play is the foundation of the Sustainable Thurston land-use vision. In order to function well, walkable and transit-supportive urban places should contain the five Ps:

- **People or activity** – both residents and employees
- **Proximity** – places that are interesting near where people live
- **Physical Form** – good neighborhood pattern and design
- **Public Amenities** – investments in street design, public buildings, transit, and parks
- **Parking Policy** – parking sized and designed to support walkable urban areas

In order to provide a “snapshot” of current corridor conditions, five indicators were developed to approximate the five Ps. The graphs and maps that follow in this Corridor Atlas shows how these indicators differ at 15 points along Thurston County’s urban corridors. Additional information can be found on the related infographic – 5 Elements of a Walkable Urban Center, by visiting [www.trpc.org/216/Information-Briefs](http://www.trpc.org/216/Information-Briefs).



# The 5 P's

## People

Urban centers get their vitality from people living, working, shopping or playing in them. The greater the number of people, the greater the number of businesses and attractions that can thrive in an area. Activity density has a direct relationship with both walk trips and transit boardings in our area (see graphs on next page).

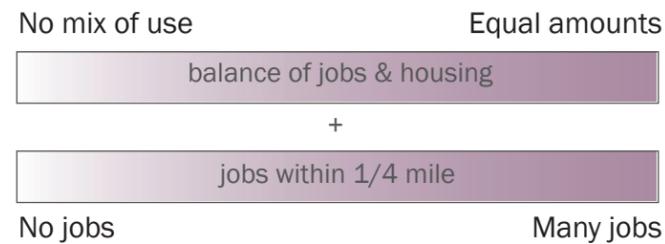
**How this indicator was measured:** Activity density (residents plus jobs per acre).



## Proximity

Walkable areas require a mix of land uses. A balance of people and jobs, as well as interesting places within a walkable distance, enhance an area's walkability by putting people in close proximity to the places where they work and shop.

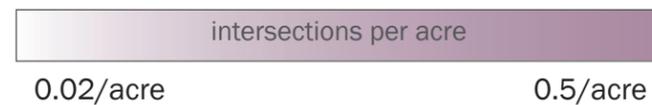
**How this indicator was measured:** Average of: 1) Balance of Jobs and Housing and 2) Number of retail plus service jobs within walking distance.



## Physical Form

Walkable centers and corridors function best when the areas have a good physical form. Safe, well-designed spaces make walking enjoyable; small block sizes with more street connections decrease the distance people have to walk from one destination to another.

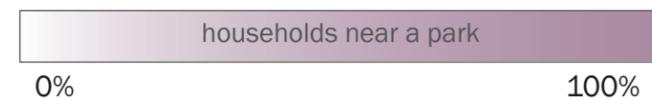
**How this indicator was measured:** Street grid: The number of street intersections per acre.



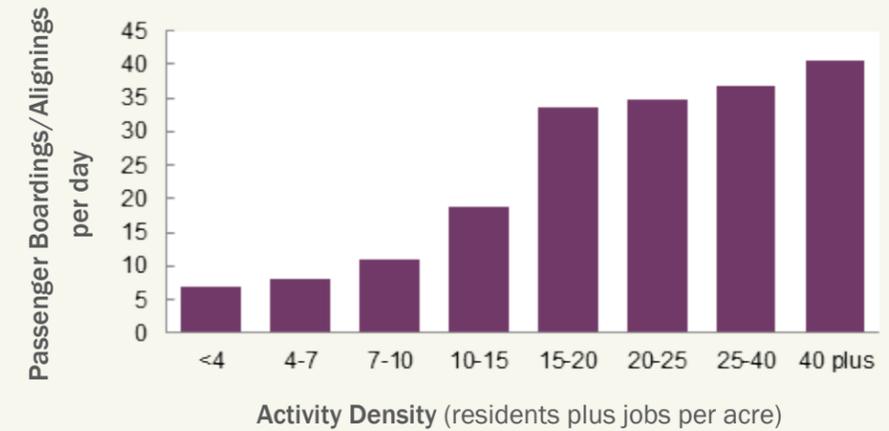
## Public Amenities

Public investments in urban centers and corridors can increase the walkability of an area. Schools, parks and public plazas all serve as destinations where people can gather with their friends and neighbors.

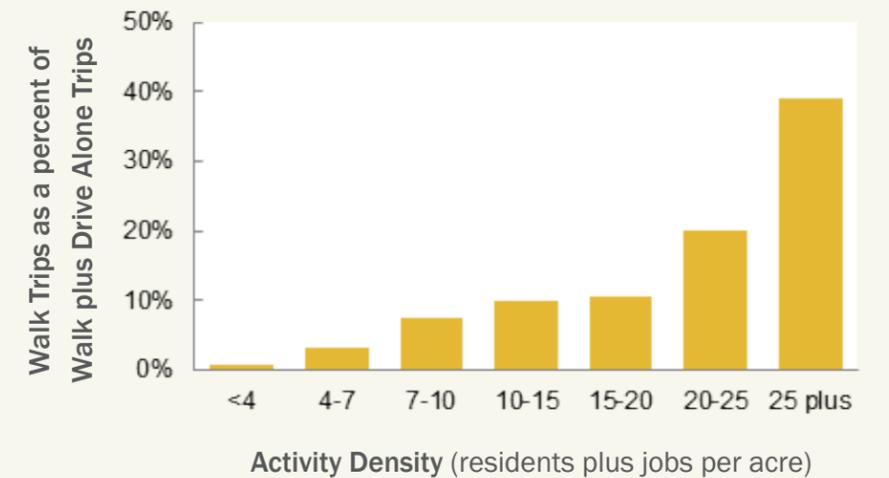
**How this indicator was measured:** Percent of households within a quarter mile walking distance of a park or school.



## Transit Boardings Compared to Activity Density Thurston County



## Walk Trips Compared to Activity Density Thurston County



People

## Parking

Walkable centers and corridors require a balance between cars and people. Too much land devoted to roads and surface parking increases the distance between destinations making it harder for people to walk. A parking pricing policy (such as metered parking) encourages people to walk or use transit instead of parking.

**How this indicator was measured:** Percent of area devoted to surface parking over total commercial area plus two additional points if there is a parking pricing policy (such as metered parking).



# The 5 P's Along Our Corridors

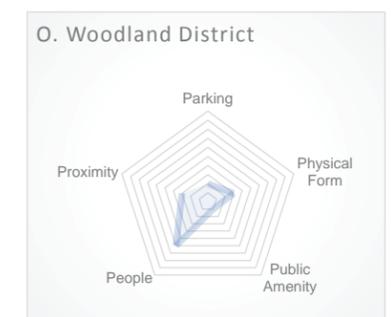
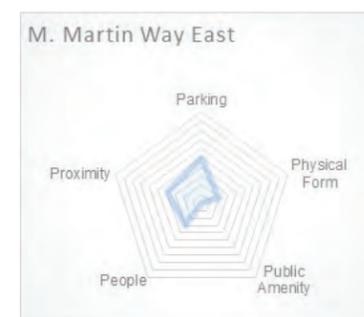
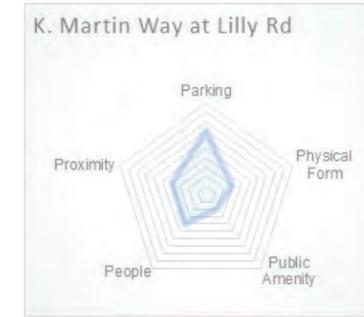
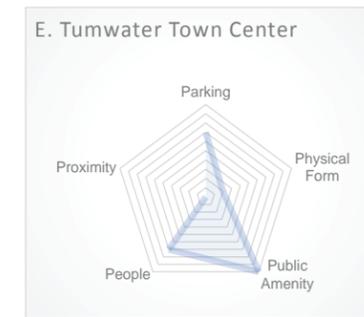
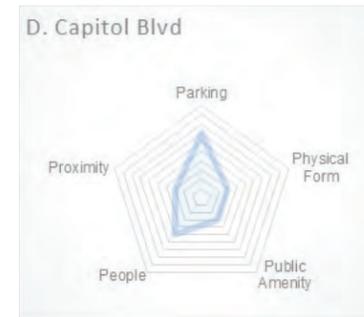
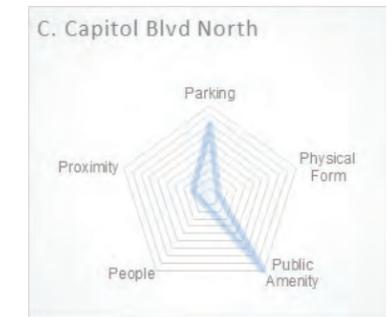
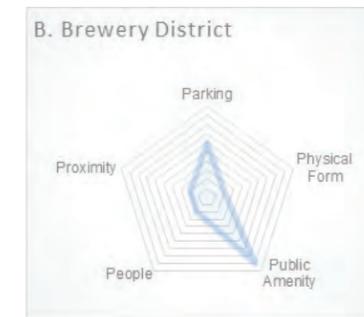
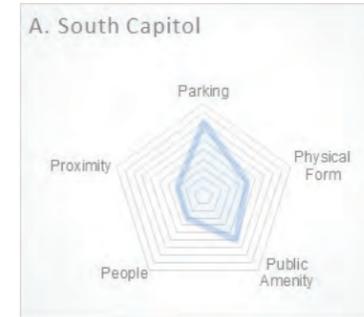
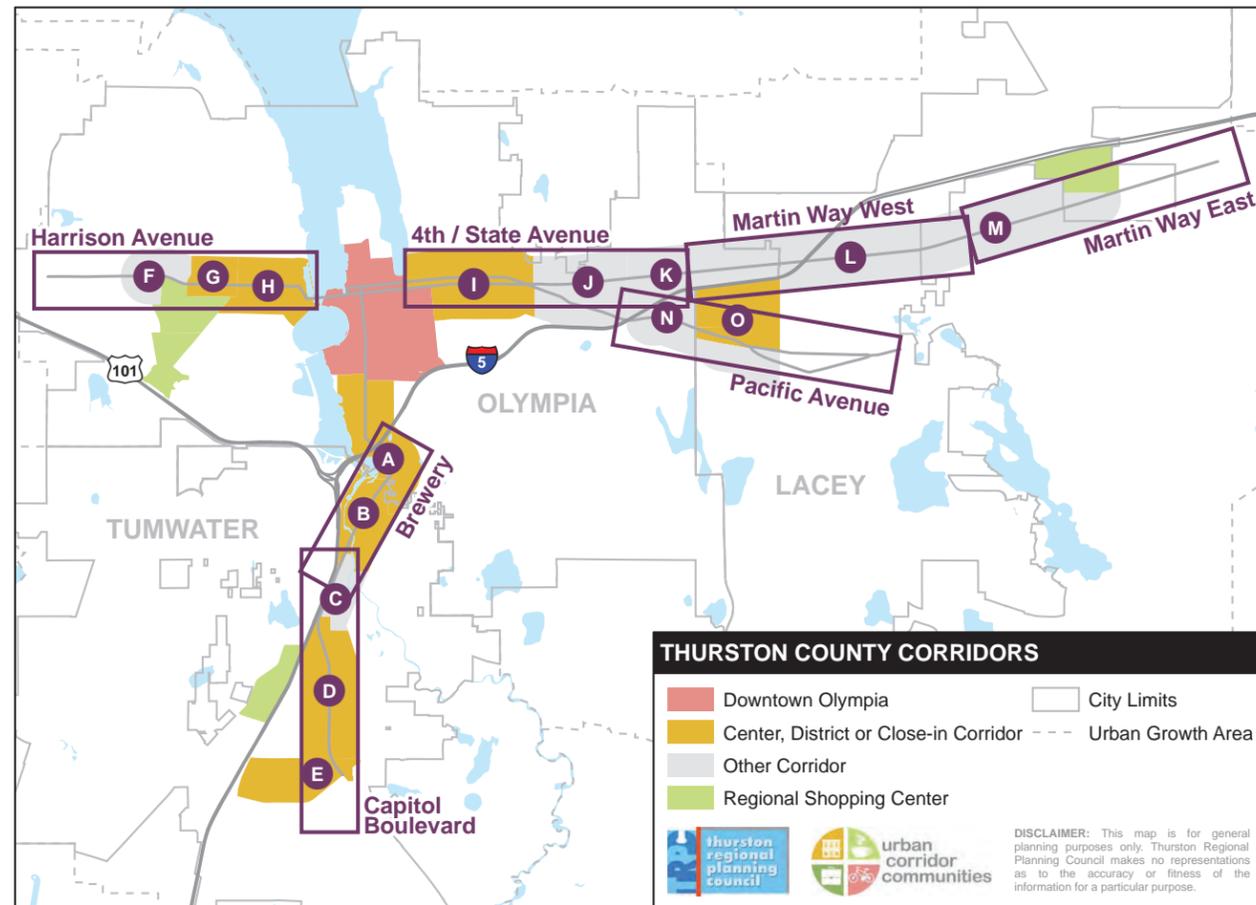
We calculated our indicators for the 5 P's at 15 locations along Thurston County's urban corridors. Each indicator was scaled from 0 to 10 then plotted on a graph (see how this indicator was measure on preceeding pages). The diagram at the right shows how downtown Olympia ranks on the Five P scale.

Downtown Olympia functions quite well.

- Physical form rates quite well due to the small block sizes in the downtown core. The larger block sizes near Capitol Campus and near Plum Street lower the ranking a little.
- Public Amenity rates well, but with most of the park space concentrated in or near the downtown core and waterfront, leaving residents in the more residential portions of the downtown area further from the public amenities.
- People (overall density) support walkability.
- Parking Policy ranks well.
- Proximity is the downtown's greatest challenge, due to the imbalance in jobs and housing (many jobs but not much housing.)



The graphs on the next page show how the 5 P's vary for additional locations points along our corridors. Use the maps that follow to learn more about these locations.

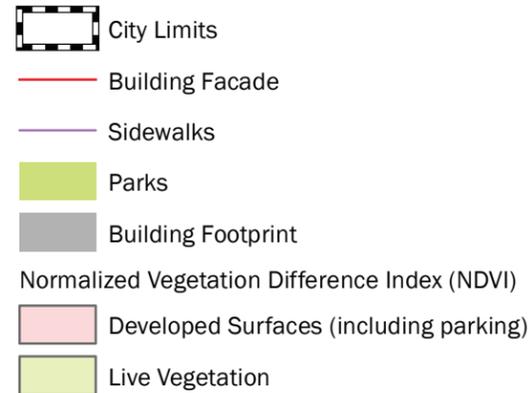


# Mapping the 5 P's

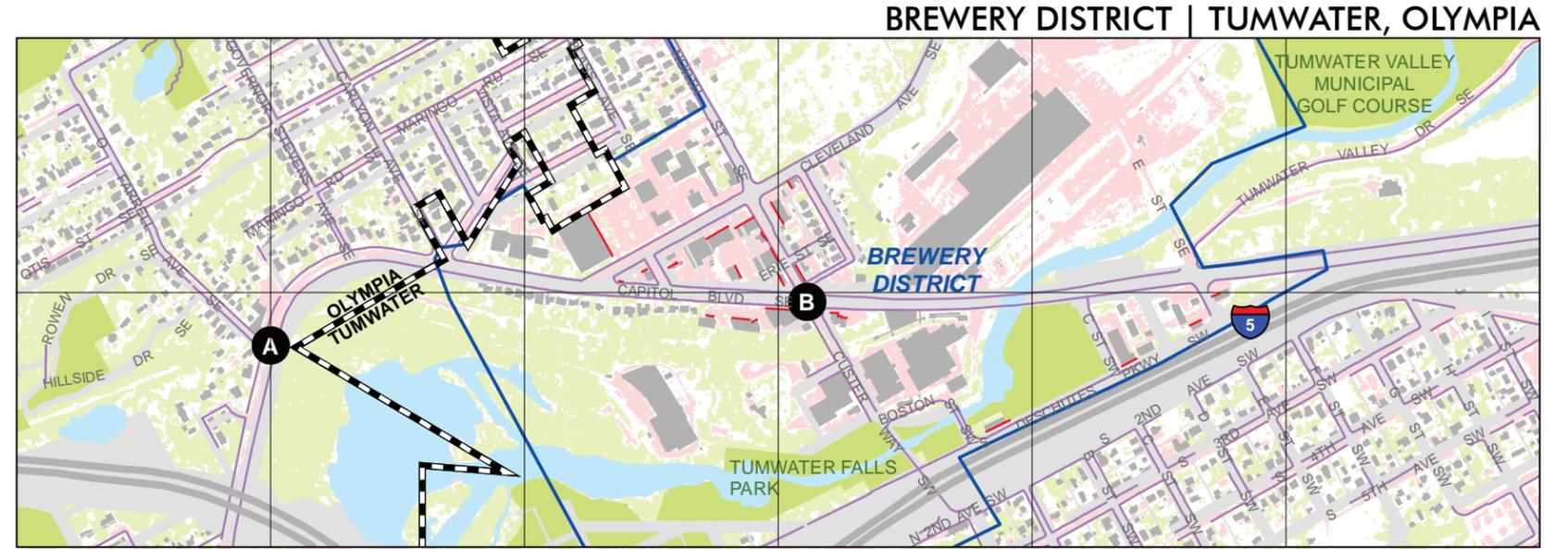
## PHYSICAL FORM — PARKING

Physical form has a strong influence on walkability. Buildings oriented towards streets—not parking lots, ample sidewalks, lots of street connections and minimal surface parking make neighborhoods more inviting to pedestrians.

The letters on the map corresponds to the graphs on the previous page.



Sources:  
USDA 2011 NAIP Imagery



## PROXIMITY

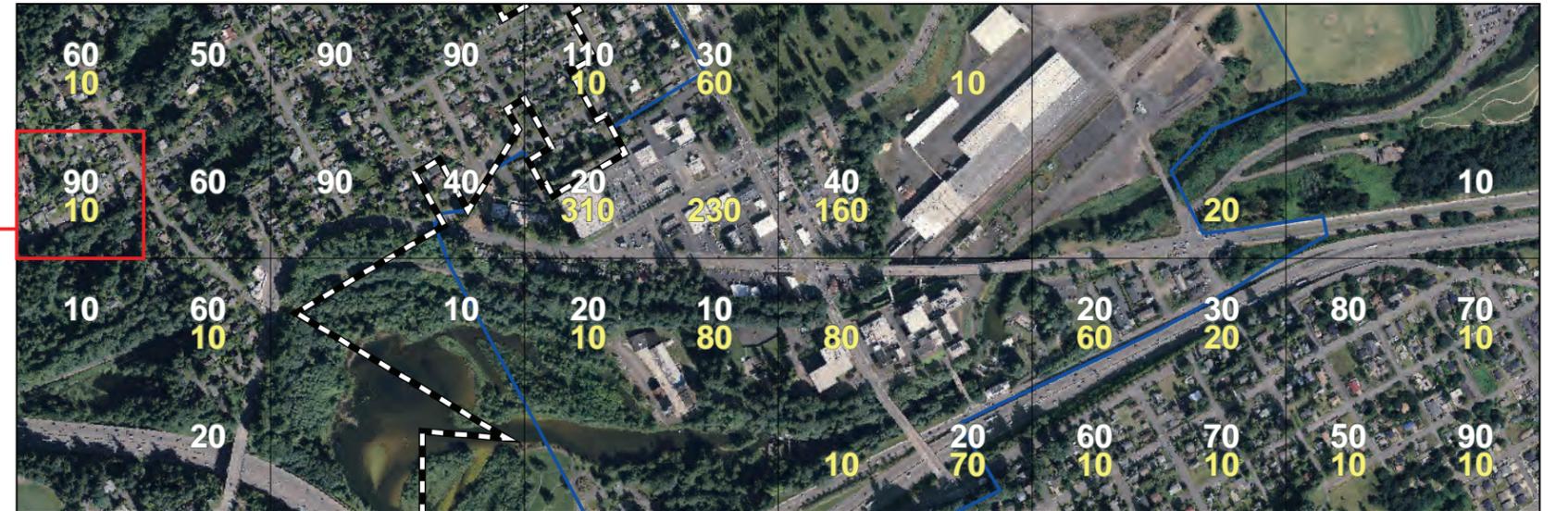
People living in proximity to jobs and businesses are key to supporting a walkable environment. At higher densities—15-20 people or jobs per acres or 600-800 per grid (shown at right)—there is also a sharp increase in transit ridership.

Allowing development or redevelopment in these areas provides access to jobs, goods and services for people who cannot drive, cannot afford a car, or prefer a car-lite lifestyle.

Each numbers give the total number of residents (white) or jobs (yellow) within the 40 acre vicinity (1/4 x 1/4 mile; see red box at right).

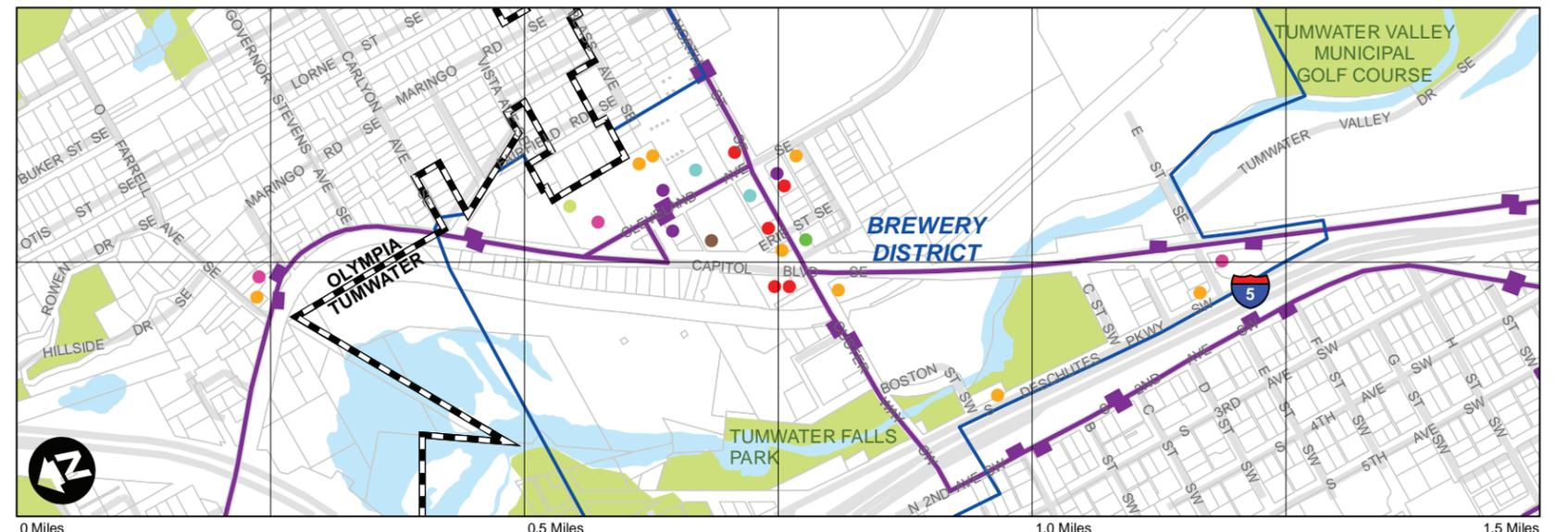
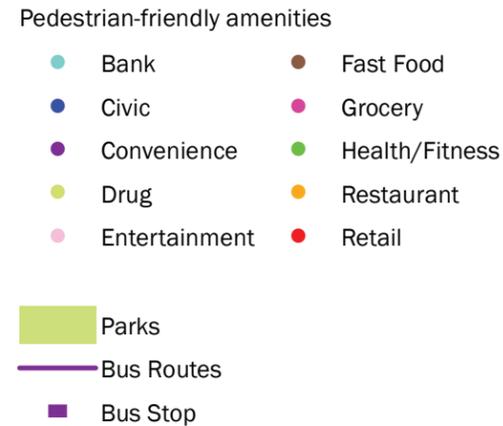
Sources:  
2010 TRPC Population estimates.  
2012 Aerial Imagery

90 People  
10 Jobs  
40 Acres



## PROXIMITY — PUBLIC AMENITIES

Pedestrian-friendly amenities near where people live encourage people to walk. Amenities include places to shop and eat, or public amenities such as parks and libraries. The greater the range of available amenities, the more likely people will meet some or all of their daily needs without the use of an automobile.

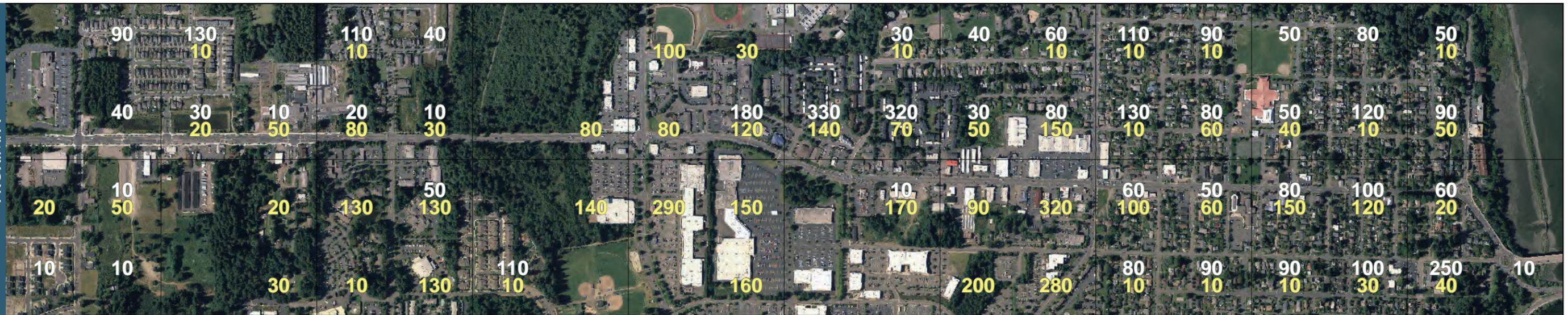




PHYSICAL FORM — PARKING



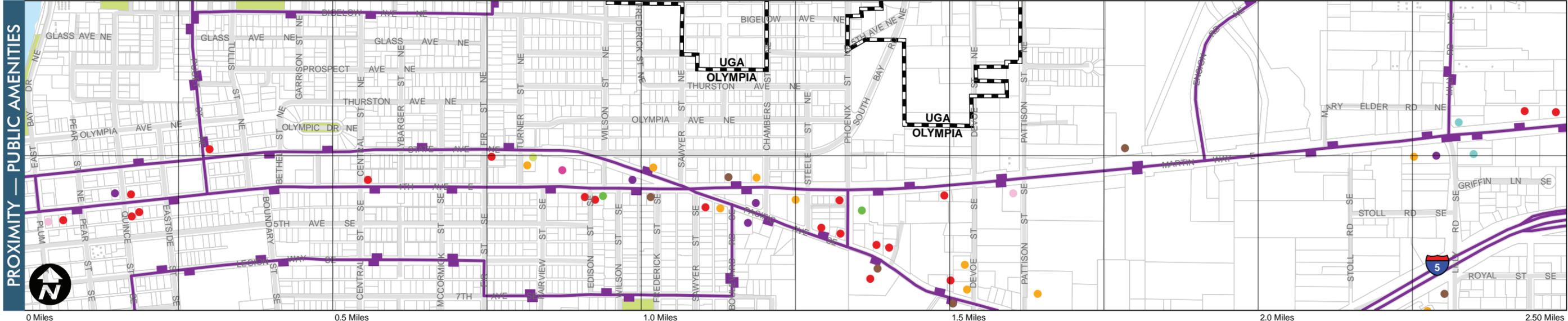
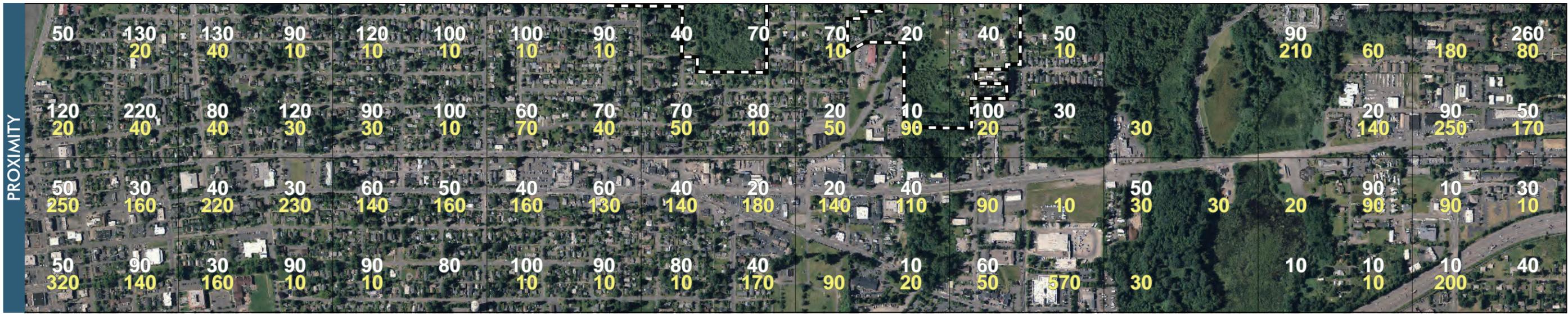
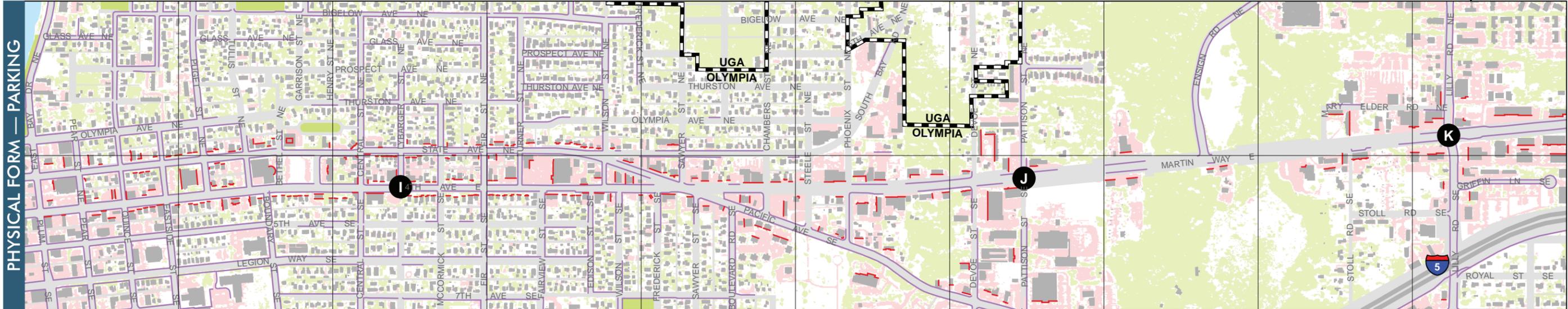
PROXIMITY



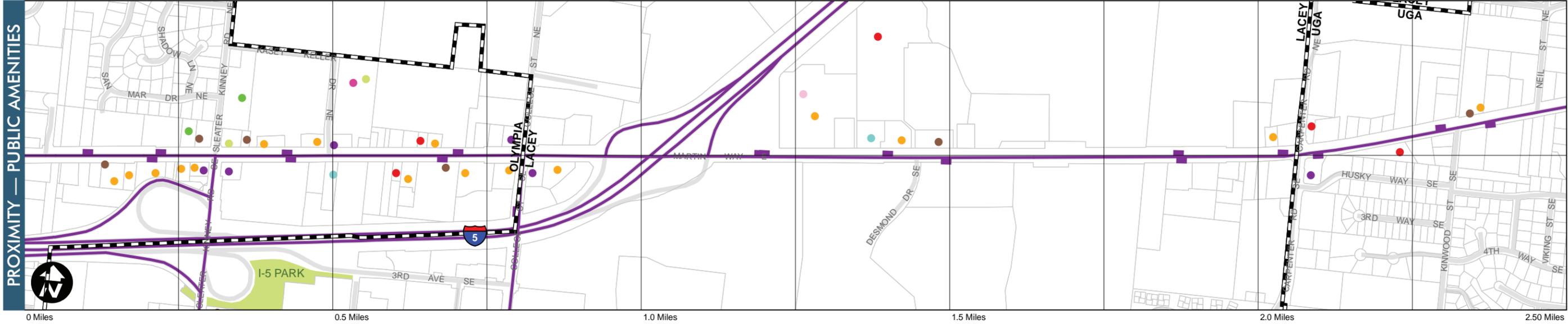
PROXIMITY — PUBLIC AMENITIES



0 Miles 0.5 Miles 1.0 Miles 1.5 Miles 2.0 Miles 2.5 Miles



MARTIN WAY WEST | LACEY, OLYMPIA



PHYSICAL FORM — PARKING



PROXIMITY



PROXIMITY — PUBLIC AMENITIES



0 Miles      0.5 Miles      1.0 Miles      1.5 Miles      2.0 Miles      2.5 Miles





Thurston Regional Planning Council (TRPC) is a 22-member intergovernmental board made up of local government jurisdictions within Thurston County, plus the Confederated Tribes of the Chehalis Reservation and the Nisqually Indian Tribe. TRPC's mission is to "Provide Visionary Leadership on Regional Plans, Policies, and Issues."