

History of the Deschutes Estuary

Emmett O'Connell
Helen Wheatley

“Identify the range of public support for, or concerns about each option.”

Surveys: public strongly supports water quality v. lake

In 2009, CLAMP conducted public involvement activities and attempted to measure attitudes toward the alternatives through various means. Totalling 442 letters, emails, website and workshop responses:

Status quo: 0%
Managed Lake: 29%
Estuary: 57%
general/other comments: 12%

The City of Olympia conducted a **random survey** of utility residents April 2009:
Water quality 70% (out of these: extremely important 74% - most)
Low cost to taxpayer 15% (out of these: extremely important 44% - many)
Maintain the look of the lake 11% (out of these: extremely important 34% - some)

The value of clean water



WATER IS THE CHIEF INGREDIENT OF BEER

GOOD LUCK

Flour is the chief ingredient of bread.
A baker cannot make good bread without good flour, neither can a brewer produce good beer without good water.
Some reasonable, does it not, that the chief ingredient must be good?
All water is not suitable for beer making—it must be the right kind, and the water of which

Olympia Beer

is made in the right kind.
If water did not have any effect upon the quality of these products, then any brewery could turn out a beer equal to "Olympia," as they can purchase materials of the same quality that we do—except the water—that's it—the whole thing is a matter of the water makes the difference; hence we say, "It's the water."

The Geoduck Fight Song

Words and music by Malcolm Stilson, 1971

Go, Geoducks go,
Through the mud and the sand,
let's go.
Siphon high, squirt it out,
swivel all about,
let it all hang out.

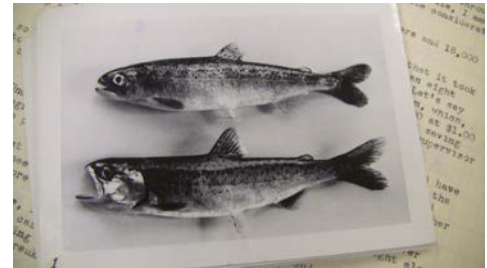
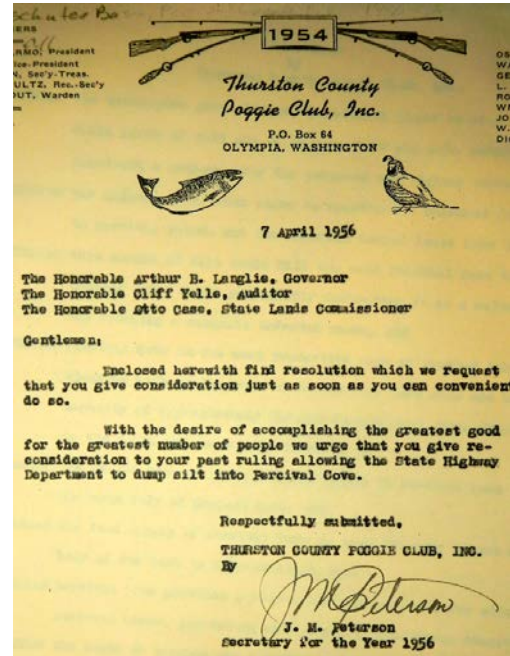
Go, Geoducks go,
Stretch your necks when the tide is low
Siphon high, squirt it out,
swivel all about,
let it all hang out.



Fish stories



On the Des Chutes river above Tumwater.
George Garrison, old time Olympian, fisherman.



..ALL ROADS
LEAD TO
OLYMPIA...



Souvenir Booklet
at Dedication of
Olympia-Tumwater Freeway

December 12, 1958

11:00 A.M.

WASHINGTON STATE
STATE LIBRARY

Highways 27

Freeways...

...Why Build Them?

Freeways are the answer to traffic congestion in urban areas.

Essentially a freeway is a high-type highway facility where there are no entrances or exits except at points where traffic interchanges have been built. There is no traffic crossing the highway at grade. Cross-traffic goes either under or over the freeway on structures. It may be a two-lane facility; or it may be 4, 6, 8 lanes or more.

Freeways are expensive. There isn't any question about it. So why build them?



This is just the beginning. Many tons of earth were moved to cut the roadway down to the Capitol Lake Bridge (right center) and to bring it up to ramps for state highway 9 (left center). Well over three million cubic yards of dirt were moved in construction of the Freeway.

THE

WASHINGTON
PAMPHLET

Cities - Olympia - Description

OLYMPIA area

Welcomes You



1960-61 **TOURIST GUIDE and DIRECTORY**

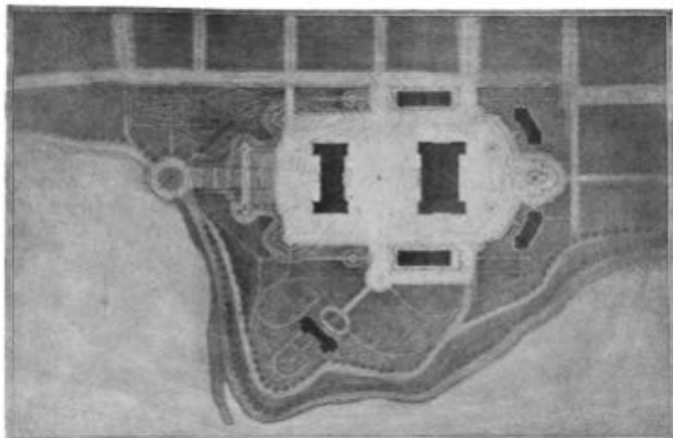
WASHINGTON STATE LIBRARY
OLYMPIA, WASHINGTON

How things Got to Be: Engineering the Waterfront

Three damming proposals that pre-date 1911:

1. 1895 Leopold Schmidt
2. 1897 US Army Corp observation that the community would like to dam the river.
3. 1903 freshwater lake at Priest Point, inspired by Lake Union and the Ballard Locks

Development of Olympia not constrained by plan: Wilder & White in *The Cornell Architect*, 1912



VOL. II., No. 3

PLAN, PROPOSED CAPITOL GROUP AT OLYMPIA, WASH.
Wilder & White, Architects.

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“It was evident that the presence of the Capitol Group should have an important influence in the development of the city of Olympia **and at the request of influential citizens we prepared a report containing suggestions to that end.**”

LIGHTING COMPANY ENTERS PROTEST AGAINST PLAN

OPPOSES CREATION OF LAKE

“Economy is commendable on the part of city authorities, but it does not justify trampling on the right of others, and depriving the town of Tumwater and the land bordering the Des Chutes waterway which may hereafter be available and needed for factory sites of access by navigable water.”

-- Hazard Stevens, president of Olympia Power & Light
The Olympian, May 24

1916 US Army Corps of Engineers Hearings:
Opposition to Carlyon’s proposed “vacation of the waterway” to build a dam when the drawbridge fails.

“City attorney Bigelow frankly admitted that the primary reason of the city for wanting a dam put across at Fourth street was to save the city the expense of a draw bridge...”

“One of the capitol group plans contemplates the filling in of three solid blocks between Fourth and Seventh streets with a small outlet for the water at a point where the bridge is now. At this point a dam would be build eight feet below high tide. This would permit the tide to run in when it is high...”

“Councilman Talcott’s objection was based on the possible completion, at some time in the future, fo the Grays harbor canal...”

--*The Olympian*, May

23, 1916

The Same Argument, 1941

“At a recent meeting in the Governor’s office, members of Tumwater’s City Council said they objected to the plan because if suitable locks were not constructed, Tumwater’s waterfront would be cut off from the bay.” -- *The Olympian*, June 11 1941

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VIGOROUSLY OPPOSE CLOSING WATERWAY

CITY'S PROPOSAL IS FOUGHT AT
HEARING BEFORE STATE
LAND COMMISSIONER.

State Land Commissioner Clark V. Savidge has taken under advisement the petition presented by the city of Olympia and by Senator P. H. Carlyon in a hearing before him last Tuesday, for the vacation of the Des Chutes waterway, the construction of a dam in the river at Fourth street and the creation of a lake south of that street, so that the city will not have to erect a drawbridge on West Fourth street at an expense of several thousand dollars more than the cost of an ordinary bridge.

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1919: with capitol group design, engineer draws contours over proposed Carlyon platting.

1930s proposal

Lake as housing project

Greater Capitol State Park And Lake in Olympia



In the early Nineties was constructed the great foundation of our proposed State Capitol, the plans drawn by Architect Wilbur of Boston, Mass., an architect of nation-wide prominence.

for each pool. A great Federal Fish Hatchery or Federal and State combined, should be located there, housing on this plan is the Power Station noted by Thurston county at recent election which will when this scheme is carried

grounds.

There would be also about 300 lakeside or adjacent lakeside, worth \$1,000 to \$1,500 each, 547 tracts privately owned, worth \$500 each. These lakeside tracts when sold, would assist in retiring the cost of this entire project, if the Federal appropriation for the lock. The locks would provide revenue with tolls. An anchorage, when dredged on the western side of the egg-shaped outer pool so as not to endanger the stability of the Capitol buildings. In time these two features which is now planned to eliminate by a Weir or Dam at Fourth Avenue the great resource created in returning salmon would pay the total cost including every item expended together with the total cost of removal and reconstruction of N. P. railway. There will be much hour labor involved.

It's upon an extended program, by legislative enactments, and deserves consideration from every citizen of our

Little Hollywood

Charles Hodde, former speaker of the house:

It was a terrible mess, right beside the Capitol. It was a mudflat and all along the mudflat was really the old red light district of Olympia, and shacks and tumbled-down, and one thing another there, and so (Thurston County Legislator George) Yantis had wanted to get something done about it.

THANK YOU—

Hon. Mon C. Wallgren, Hon. Cliff Yelle, Hon. Otto Case
And the 1947 Legislature

For Ordering Our Capitol Buildings
OUT OF THE MUD

*Capitol
Committee
Signals Start
of the
DesChutes*



*The Most
Beautiful
Capitol
Buildings
In America*

History of the Deschutes Estuary, 1895 to 1948

Emmett O'Connell

<https://sites.google.com/site/deschuteshistory/>

Introduction

The creation of Capitol Lake in Olympia, Wash. was not the natural outgrowth of a landscaping plan for the Washington State capitol campus. Rather, it was the result of a decades-long lobbying effort by local businessmen and politicians to create an appealing water feature and "scrape the moss off" Olympia.

Recently, the future of the artificial lake at the mouth of the Deschutes River has been debated and defenders of the lake have used a distorted telling of history to support their cause. They argue that the origin of the lake stems solely from the Walter Wilder and Harry White 1911 plan for the campus and is therefore central to the campus design.

This is a short history from the Capitol Lake Improvement and Protection Association's website:

The Vision of the Lake came about in 1911 under a plan that was created for the State Capitol Campus. In 1855, Edmund Sylvester donated 12 acres on Budd Inlet for the Washington State Capitol. Wilder and White's plan for the Capitol, which included a freshwater reflecting lake, was chosen by the State in 1911. The Olmsted Brothers were asked by the State to submit a landscape plan. The 1912 Olmsted plan included a saltwater reflecting lake, but the plan was not adopted. In 1938, the State authorized the actions to create the Lake.

(savecapitollake.org, January 13, 2012)

In addition to getting some dates wrong, this narrative simplifies decades of history around the development of the Deschutes River waterway.

There were at least three proposals before Wilder and White to create a lake at the mouth of the Deschutes. The first suggestion actually predates Wilder and White by more than a decade. Leopold Schmidt, the founder of the Olympia Brewing Co., proposed damming the river with a set of locks in 1895 to facilitate shipping to his then-planned brewery (*Morning Olympian*, September 1895).

An 1897 report by the U.S. Army Corps of Engineers discusses the general desire in the Olympia community to dam the Deschutes. The hope by Olympia city officials was that a timber mill would be built on the freshwater lake, storing logs there (U.S. Army Corps of Engineers, 1897).

In 1903, another proposal to create a freshwater lake in Olympia came in response to Seattle's establishment of a freshwater port at Lake Union. That proposal was to build a weir across Budd Inlet at Priest Point to maintain navigable depths south of there and allow ships to enter the port at high tides (Morning Olympian, January 1903).

The desire to create a freshwater lake was already well established in the Olympia area by the time the plans for new state capitol buildings were put together in 1911-12. While we don't know for sure that Wilder and White drew from local sentiment, we do know that the lake didn't enter their plans until after Walter Wilder actually visited Olympia in late summer of 1911.

Wilder and White's Ambiguous Treatment of the Reflecting Pool

The Wilder and White architect team and the Olmsted landscaping firm were hired in 1911 to develop portions of the capitol campus design. Both plans by Wilder and White and the Olmsted firm included a reflecting pool for the campus, but they differed about how it would be accomplished.

The Wilder and White plan for the lake is summarized in the August 1911 "Report of Group Plan" correspondence from the architects to their employers, the State Capitol Commission. The document is just over four pages long and was written after Wilder had visited Olympia to meet with the commission.

In the report Wilder and White quickly lay out three questions from the commission (Wilder and White, 1911):

1. Was Olympia the right place for a permanent state capitol building for Washington state?
2. Can the city express any special character possessed by the state?
3. Can Olympia's development be directed to "enhance the importance of the state"? (This was an important question because capitol buildings in many older states had become crowded and overgrown by their host cities.)

Wilder and White demur on the first question because of their limited exposure to Washington. They do point out that a coastal city was a proper choice because the state itself is coastal. In terms of Olympia's small size compared to other cities, Wilder and White point out that the city can be more attentive to the needs of the state government than larger cities like Seattle which would have a wider commercial focus.

Wilder and White move quickly past the second question, answering that it is:

...in the possibilities that (Olympia) contains for expressing the character of the state, that the city in general as well as the site for the capitol is remarkable, and we believe careful development of these possibilities, will result in an effect unequalled by any capitol in the world.

Most of the report (the remaining three pages) deals with answering the third question, how Olympia's growth could be shaped to emphasise the capitol campus they proposed. It is in answering that question that they refer to a lake.

Following an almost two page discussion of the orientation of the campus and a proposed new road to "connect the main ridges contained within the city," Wilder and White suggest regrading the hill between Water Street and the campus, to create space for a park-like setting for city and

“other public buildings.”

Only then do the architects quickly discuss building a tide lock to “form a lake and the whole effect would be visible from most parts of the city as well as from the Sound.” In the entire document, this is the only mention of a tide lock or a lake.

Then follows a more important discussion of the long-term benefits to Olympia of developing in the manner they prescribe. They quickly pivot from their specific recommendations about the growth of the city to the benefits that would be created by “any sacrifice made by property owners in the city for the sake of its beauty...”

The sacrifices on the part of the city would, in our opinion, be trifling compared to the advantages that would accrue from them, while the development outlined would facilitate the natural travel through the city and direct it past the most beautiful portions.

At the close of the letter, they refer to the need for more detailed plans for the campus.

While Wilder and White do mention a lake in this letter, it is important to put their suggestion in context. The reference is a single sentence in a more than four-page long document. It is also only one suggestion of many about how the city itself should grow.

This is an important point in the discussion of the campus and Capitol Lake. By placing the lake in the discussion of how the city itself should grow and outside the group plan, Wilder and White make the lake secondary. Their primary concern was the axis upon which the campus would be oriented.

Little of what Wilder and White wanted in Olympia's growth actually happened. In fact, the lake is practically the only thing they advised that was carried through.

Also, by using words like “sacrifice” when talking about the city's growth, it is clear that Wilder and White never saw these improvements as part of the capitol campus proper. Their proposal intended for the roads, civic buildings and the lake to be constructed by the city and not the state.

In fact, both architects pointed out in an article in the Cornell Architect that the ““Report of Group Plan” and the accompanying birds eye view featuring a blocked estuary were context for the city itself:

It was evident that the presence of the Capitol Group should have an important influence in the development of the city of Olympia and at the request of influential citizens we prepared a report containing suggestions to that end. In order to facilitate their comprehension a birdseye view of the city was prepared showing the proposed relation of the Capitol to these improvements.

Wilder and White never saw the creation of a lake as part of the campus, but rather the broader city-wide context upon which the campus would sit.

It's also worth exploring the ambiguous use of the word "tide lock" in their description. One could assume that the reference to a lock is a nod to the shipping industry in Tumwater. Tide locks can allow the passage of vessels at any tide level, but they have also been used to allow saltwater tides to pass over them. Built in the 1890s, the Richmond Lock on the Thames in London is an example of such a tide lock. A tide lock as proposed in 1911 might have allowed for the tides to flow more normally.

The local reaction to Wilder and White's campus plans did not focus (or even mention) the creation of a lake. For example, a contemporary newspaper article covering the plan in depth did not include a single mention of the lake (Olympia Record, October 1912). The article doesn't ignore the landscaping and terraforming aspects of the plan, spending more than a paragraph on the proposed roads. But, there is no mention of a lake in this or any other newspaper clips in the year after Wilder and White released their plan.

In contrast to Wilder and White, the Olmsted Brothers firm envisioned a much more limited lagoon, created by a north to south running berm as part of a larger (and eventually rejected) proposal to shift the focus of the capitol group to the northeast. John Olmsted wrote about a reflecting pool that changed with the tides. From a Jan. 19, 1912 letter to the State Capitol Commission:

...extend a dike with a driveway upon it along the east side of the channel from Capitol Park to 6th Street (Legion Way) and to acquire all the flats between the river and the proposed Capitol Avenue, this area to be mainly devoted to a salt water pond which would be kept nearly up to high water level, merely fluctuating a foot or two at every tide so as to ensure a change of water.

(Epstein, 66)

The Olmsted reflecting pool would be filled by salt water and refreshed by the tides. A sill would keep the pond filled and ensure mudflats weren't exposed, but the tide would not have been totally blocked.

In the end, the creation of a reflecting pond was by no means a central issue in the planning for the campus in 1911-12. The Olmsted's limited lagoon plan wasn't rejected initially on its own merits, but rather because it was part of a larger plan that shifted the focus of the capitol group toward downtown Olympia (Johnston, 35).

Carlyon's Lake is rejected

Today's Capitol Lake strongly resembles a plan drawn up by former Olympia mayor and state legislator P.H. Carlyon. His 1915 plan included a dam at 4th Avenue (just north of the current dam), replacing the wooden bridge that at the time spanned the mouth of the Deschutes River.

Using the Wilder and White as a template, Carlyon pushed for a new fill across the base of Budd Inlet. The 1911 proposal fit the city's need to connect downtown Olympia with the west side. The old bridge to the west side had failed and a temporary bridge needed a permanent replacement.

While the Carlyon lake plan had some local backing, it lacked any further support. In the spring of 1916 a local newspaper headline blasted that state and local leaders "Vigorously oppose closing waterway," a step necessary to create a lake (Washington Standard, May 1916).

Carlyon's lake was impossible at the time for two reasons:

- The so-called "Des Chutes Waterway" was privately owned. The state-owned Capitol Campus at the time was limited to the bluff at Capitol Point and didn't include any lowlands around it. It would take over 20 years for the state to purchase property that would be inundated by a dam.
- Closing the Deschutes by an east-to-west running dam would stop water traffic from reaching Tumwater and possibly ruin power generation at the Deschutes River falls.

The issue of shutting Tumwater off from the sea proved to be the axis on which debate about Carlyon's lake turned. The state attorney general eventually ruled that the state lands commissioner could not vacate a navigable waterway within a city without the city's consent. (Olympia Record, December 1916). Unless Tumwater consented to shutting off shipping to their downtown, Olympia could not close off the waterway.

Eventually, Carlyon's inspiration disappeared when a new concrete bridge was built to the west side in 1921 (Newell 278).

Carlyon's lake proposal was not his first effort in municipal terraforming. During his time as mayor of Olympia, he made significant efforts to complete the Carlyon fill, which created dozens of city blocks on the east side of downtown. This fill coincidentally also obliterated acres of the Moxlie and Indian creek estuaries. (Newell, 242)

Because of Carlyon's history with filling in tideflats, we can assume that his plan would have followed Wilder and White's inspiration in another important way. The Carlyon fill was completed with investment by local backers and there is no indication in the historic record that that his 1915 plan would have needed state funding.

Views on creating a lake began to change as the main elements of the capitol group reached completion. While the Olmsted firm was fired in 1912 for suggesting a change in focus of the group, they were brought back in the late 1920s to complete the landscaping plan for the buildings.

Depending on the source, one of two things then happened. Either the state capitol committee rejected a lake altogether or they accepted the Olmsted's earlier limited version.

In the late 20s, Wilder and White and the Olmsted firm participated in a back and forth over the landscaping plan, with the state capitol committee in the middle. In one telling, the result was that all waterfront improvements (including Capitol Lake) were written out of the landscaping plan (Johnston, 91).

According to another Capitol Campus historian, Mark Epstein, Capitol Lake was retained in the 1920s landscaping plan, but in the form of Olmsted's modest saltwater tidal pond rather than an aggressively dammed estuary (Epstein, 67). At least one article from the era referred to a proposed lake at the foot of the capitol group's bluff. This would seem to indicate that Epstein's history is correct.

Also, ten years after he first proposed it, damming the Deschutes apparently was not in the front of Carlyon's mind. As Wilder, White and the Olmsted firm debated landscaping plans that could have included a lake, Carlyon wrote an essay about the vision and construction of the capitol group. Lacking from the essay is a single mention of a lake (Carlyon, 1928).

Even though it was rejected in 1916 and was an afterthought in Carlyon's mind by 1928, the lake project did not go away.

Little Hollywood and the new need to close the Deschutes waterway

More than 20 years after Carlyon's first plan and nearly 10 years after the majority of the Wilder and White capitol group was finished (and lake plans limited or scrapped), the idea of a dam on the Deschutes resurfaced.

During the Great Depression the waterfront down the slope from the capitol campus had transformed slowly from a commercial area to a shantytown known as Little Hollywood. In the late 30s, the city of Olympia began to address the blight that had grown along the waterfront and Capitol Lake was part of that plan.

The oral history of Charles Hodde, former speaker of the state House, paints a picture of the local mood that wanted to replace Little Hollywood with Capitol Lake:

It was a terrible mess, right beside the Capitol. It was a mudflat and all along the mudflat was really the old red light district of Olympia, and shacks and tumbled-down, and one thing another there, and so (Thurston County Legislator George) Yantis had wanted to get something done about it.

(Office of Secretary of State, 1986)

Local Rep. George Yantis successfully pushed the state legislature in 1937 to allow bond revenue from state trust land to buy property along the Deschutes waterway (Spokane Chronicle, 1937), the first step in the process to complete the aggressive lake plan. But, instead of the city or local community itself pursuing the lake, as Wilder and White intended in 1911, locals pushed the state to take charge.

A population surge in Little Hollywood during the late 30s convinced the city commission to give their building official the leeway to clamp down on new structures in the shantytown (Olympian, September 1938). A retrospective of Depression-era Olympia written in 1950 summarizes the city's campaign against Little Hollywood:

Fresh the air may have been but the plumbing was primitive and city officials who barely had tolerated Little Hollywood during the worst depression years decided in 1938 that the shacks had to go. The sizable job of carrying out that order was given to W.R. Turner, building inspector.

Turner enlisted the aid of Beale Messinger, city police lieutenant at the time, and the two set to work. First, the ownership of each of the shanties was determined. This was no small job in itself. Then, each of the owners was served with condemnation papers.

As Little Hollywood's residents were evicted, their shacks were burned. Two years after Turner and Lieutenant Messinger started their chore, the torch was applied to the last shanty.

(Shacklett, 1958)

While city building inspectors toured the shantytown, condemning and then burning shacks, local boosters continued lobbying the the state Legislature about damming the estuary. Just months after the city building inspector began his campaign, lobbyist and developer Edwin Henderson successfully persuaded the city commission to join the effort to create Capitol Lake.

Henderson ran a full page ad in local newspapers at the start of the legislative session in January (Olympia News, January 1939). The ad included the endorsements of almost 30 local businesses, politicians and local leaders.

Campaign ads from the era cite the Deschutes project as either a campaign promise or accomplishment and point out the importance of the lake project to the local community (Olympia News-Graphic, 1940).

In early 1941, with the land in the waterway being purchased by the state (Olympia News, March 1941), a delegation of state capitol campus commissioners and "prominent Olympians" visited a Tumwater town meeting to persuade their neighbors to drop their decades-long objection to the lake plan. And, by a 29-3 vote, the Tumwater residents agreed. (Olympia News, June 1941). Among the reasons for Tumwater's acquiescence was a new overland rail line that made shipping by water unnecessary.

While World War II stopped any further development of the lake plan, the city took the opportunity finish the slow work of clearing out Little Hollywood. The final closure of the shantytown is described here:

It was felt that, unless the outbreak of the war interfered, the long-discussed Capitol Lake would soon become a reality, and the city fathers decided, as a preliminary step, to eliminate Little Hollywood from the shores of the Deschutes waterway along the Northern Pacific rail yard.

...

The people of Little Hollywood were served eviction notices and the civic authorities turned deaf ears on their pleas for someplace to go. One after another, the shacktown occupants surrendered and went away.

...

One after another the shacks and floathouses were burned or demolished and a civic

eyesore vanished and was forgotten... just like the people who had been driven from it.
(Newell, 401)

By the fall of 1942, the last few residents were evicted and the last remains of the shacktown were burned a large bonfire (Morning Olympian, 1942).

When the contracts for creating Capitol Lake were finally approved in 1948, the Thurston County Chamber of Commerce ran a newspaper ad that reminds us of the central role Little Hollywood played in the creation of the lake. The ad features a picture of a shack on the tideflats with the capitol dome in the background and thanks state leaders for allowing the creation of the lake, which would "forever erase the unsightly view above."

Olympia's final push for Capitol Lake

The 1947 debate about whether to fund closing the Deschutes waterway put Olympia at odds with legislators from outside Olympia.

The effort would also be the last public act by Rep. Yantis, who passed away at the end of the year. At least once during the debate, Yantis ignored the advice of his doctor, and following surgery, made a speech in the Legislature supporting the lake. Despite his efforts, the lake didn't get through the Legislature without opposition.

The proposal to issue \$1 million in bonds for the lake project initially received a negative vote in a House committee due to its proposed funding mechanism. Rep. Ella Wintler (R-Vancouver), chair of the committee that gave the negative vote, opposed the bill because the trust fund that would be tapped was intended to only pay for state buildings.

Rep. Wintler added that the only reason it advanced to the House floor after receiving a poor committee report was because of consideration for Olympia's ailing Rep. Yantis (Daily Olympian, February 1947).

Rep. George Kinnear (R-King County) added:

It is high time the Legislature settled down and realized we are in big business. Miss Wintler's thoughts are so sound they are irrefutable. There are serious possibilities we have begun to overlook the business for which we are here – conducting the business of the state!

After passing the House, the bill was considered in the Senate only because of the extraordinary effort by another Olympia state senator. State Sen. Carl Mohler (Thurston County) worked out a deal with a Senate committee chair to give the committee extra time to consider the bill. Sen. Mohler aimed his arguments at critics of the lake, putting a strong emphasis on the project's funding; the funds would come from a trust, not directly from the pockets of taxpayers. (Daily Olympian, March 1947).

The lake bill passed by a 70-20 vote in the House and a 29-4 vote in the Senate, but only because state Legislators from Olympia pushed hard for it. The lake bill was not considered a high priority otherwise.

An editorial in the Olympian soon after Yantis' death gave him full credit for getting the lake passed:

It is generally acknowledged that Mr. Yantis' efforts in support of this project were the greatest single factor behind the 1947 Legislature's enactment of the present Deschutes Basin Act...

(Daily Olympian, December 1947)

In fact by 1959, there was a movement (strong enough to have a bill passed out of one legislative chamber) to rename Capitol Lake and the Deschutes Parkway after Yantis (Daily Olympian, 1959).

An editorial in The Olympian (and reprinted in the Tacoma News-Tribune) as construction on the lake was about to begin in 1948 gave credit more broadly, but still squarely on local shoulders:

Campaigning for the basin was a discouraging task at times but city officials, the chamber of commerce, various civic and fraternal organizations, real estate groups and numerous individuals kept plugging away until their perseverance was rewarded last week by the assurance that a long-fondled hope at last will be translated into reality.

News that the much-needed improvement will be started as soon as is feasible was received with immense satisfaction by the residents of Olympia and suburban areas... (Capitol Lake) will be a source of much pleasure to the people who already are established here, but also will convince visitors that Olympia is a mighty pleasant place in which to live and work.

(Tacoma News-Tribune, 1948)

Without the support and lobbying by the local community, and Rep. Yantis in particular, Capitol Lake never would have been built.

That isn't to say that even by the late 1940s, local support was universal. While Tumwater had officially agreed to closing the waterway years before, there was still some local dissent.

The Olympia Port Commission (on which Peter G. Schmidt, son of Leopold Schmidt of the Olympia Brewing Co., sat) sent a letter to the federal government agreeing to the fill that would create Capitol Lake. The port's assent was conditional to the closing not interfering with shipping at the port's terminals. But a note from the port was blind copied to the Tumwater City Council, saying that the federal government likely would receive complaints that closing the waterway would damage shipping to Tumwater (Port of Olympia, 1948). The Port, through Schmidt, seemed to be pointing out that it wasn't too late for Tumwater to prevent being cut off from the sea.

Far from being a logical outgrowth of a grand plan for the capitol campus, Capitol Lake is the execution of a long-held local goal of damming the Deschutes River at its mouth. This goal predates Wilder and White's first visit to Olympia by over a decade.

In the end, Capitol Lake was a pork barrel project lobbied for by local politicians and paid for by the state. After years of seeking a dam at the mouth of the Deschutes, local leaders took one line in the correspondence from Wilder and White and expanded it into a decades-long campaign of urban renewal. From Carylon's use of the idea to replace a bridge across Budd Inlet, to Yantis and Henderson wanting to erase Little Hollywood, Capitol Lake wandered far from its origin as a city-sponsored feature.

Works Cited

Actual files: <http://bit.ly/Nn240e>

Additional related works: <http://bit.ly/LJJ7B5>

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CITY OF OLYMPIA
WASHINGTON

ERNEST MALLORY, MAYOR
COMMISSIONER OF PUBLIC SAFETY

DAN L. MCCAUGHAN
COMMISSIONER OF FINANCE

WM. A. KELLOGG
COMMISSIONER OF PUBLIC WORKS

June 17, 1948

To the Washington State Legislative Council
and the State Capitol Committee
Olympia, Washington

Gentlemen: Re: The Des Chutes Basin Project

Chapter 186 of the session laws of 1947 provided for an expenditure of \$1,000,000 from the "Capitol Building Construction Fund" through the issuance of bonds against said fund, for the development of the Des Chutes Basin Project.

The members of the Washington State Legislative Council, by reason of the consideration and passage of the above act, no doubt, have knowledge of the merits of the proposed project. From the conferences already held and the consideration given the proposed project, the State Capitol Committee is also conversant with the developments thus far. It is therefore felt that it is unnecessary to take up your valuable time with a review of the various steps leading up to the present appropriation but rather that it would be desirable to briefly summarize the merits of and need for the project, to the end that, at long last, work may be actually started under this appropriation looking toward the consummation of the project.

The City of Olympia, the State highway Department and the Northern Pacific Railway Company are greatly interested in and concerned with the Des Chutes Basin development.

The construction of the dam and spillway at the northerly end of the basin on the extension of Fifth Avenue to cost approximately \$919,000.00 can be financed from funds now available in the Capitol Building Construction fund, obtained from revenues received from leases of land and sales of land, timber and other products on lands granted to this State by Congress in 1889 for Capitol Building purposes. These funds cannot be used for other purposes. The Cost of the entire Des Chutes project as envisioned by the Capitol Group Architects and the State Legislature, under present economic conditions, will exceed the amount of the appropriation.

However, we are informed that the Attorney General has ruled that the present appropriation may be used in the construction of one unit

Return Des Chutes envelope

of the project. It is therefore urged that the construction of the dam as recommended by the Consulting Engineer's, James W. Carey and Associates be undertaken at the earliest possible date as the first unit of the ultimate project.

The construction of the dam and spillway forms the key development, not only for the ultimate Des Chutes Basin Project, but also for the system of Arterial highways of the major street plan of the City of Olympia as recommended by the City Planning Commission and as adopted by the City Commission, and for the Urban highway system as envisioned by the State Highway Department and Federal Bureau of Public Roads.

Last February the City of Olympia submitted to the Joint Fact Finding Committee on Highways, a complete major plan of immediate street needs, together with complete supporting data and estimates of cost of each individual project and structure. An analysis of this study and report will show the importance of the Des Chutes Basin Project to ultimate State Highway System and the City Major Street Plan. Without the Des Chutes Basin development neither of these systems can be effectuated. The Parkways of the Des Chutes Basin Project and the proposed Federal Aid Routes are integral parts of these systems. Federal Aid cannot now be secured for the needed improvements on the existing routes because of the inadequate traffic carrying capacity of the facilities. Progress toward the improvement of traffic conditions and the elimination of traffic congestion, is therefore dependent to a great degree upon the undertaking of the Des Chutes Basin Project. The construction of the dam and spillway at this time would assure the ultimate success of the State and City highway and street plans for Olympia vicinity. The decision of the State Capitol Committee with respect to this appropriation will greatly affect the future course of the City of Olympia in many aspects of City growth and service.

Naturally because of its civic pride in the beautiful Capitol Group, the City of Olympia, the City Planning Commission and the Olympia Chamber of Commerce is 100 per cent back of the project and they will do everything within their power to assist in the clearing away of obstructions and for the advancement of the beginning of construction. We believe that the citizens of all the states are interested in seeing that their state capitol buildings and grounds are made very beautiful and that the citizens of the entire State of Washington are no exception to the rule. Our Capitol group of buildings and the grounds on which they are located are among the most beautiful in the Nation, with the exception of the Des Chutes Basin, which is now in reality, a repulsivemud flat when the tide is out. This improvement will protect the beauty and value of the Capitol Group and grounds. It will create a fresh water lake in the basin. The mud tideflats now exposed at low tide, which detract from the beauty of the Capitol grounds and buildings will be eliminated. From these standpoints the construction of the first stage of the project will be a complete Unit. It will develop this outstanding feature of the State Capitol and will

(Dean Shackler
Daily Olympia
Photos etc.
of Shackler)

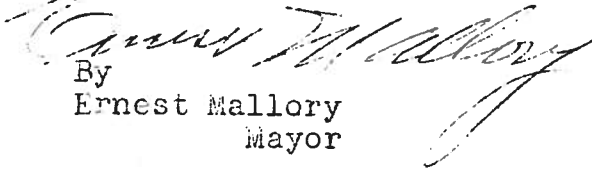
perpetuate the original beauty of the forest growth that adjoins the basin.

This improvement will also provide the necessary development of sites for the future expansion of the State Capitol group. The present grounds are already cramped and further expansion is impossible without the costly condemnation of present residential areas. The possibilities of providing beautiful sites for future capitol group buildings should not be overlooked or treated too lightly.

In brief, the development of the Des Chutes Basin Project is essential to the completion of plans for the Capitol Group as envisioned by the state's architects. It will be an asset to the entire State of Washington and should not be looked upon as a selfish pet scheme of the City of Olympia, any more than the construction of any one of the Capitol Group buildings would be. It is necessary to the development of the State Highway System in this area, and following through from there, it is necessary to the development of the City's major street plan. The appropriation is available to start the first unit of the project. We know of no greater justification for the expenditure of any appropriation than exists in this case and we therefore urge that the construction of the first unit be undertaken at the earliest possible date.


Respectfully submitted,

City of Olympia


By
Ernest Mallory
Mayor

We concur in and endorse this request.

Olympia Planning Commission

By 
President

Olympia Chamber of Commerce

By 
Secretary

THE DES CHUTES BASIN

Proposed Development of State Capitol Grounds
Report of Charles W. Eliot, Planning Consultant
Olympia City Planning Commission

November, 1946

The long projected development of the Des Chutes Basin, as a part of the State Capitol Grounds, is the "key" project in plans for the City of Olympia. The studies made for the City Planning Commission show that the highway plan and railroad plan of the city depend on what happens in the Basin Area. It is obvious that the proposed lake and the shores of the lake would be the outstanding recreational feature of the city and of the county. The decisions to be taken by the State Capitol Commission and the State Legislature regarding this proposal will determine the course the city will take in many aspects of city growth and service.

The Accompanying Plan or Study shows the significant features of a Des Chutes Basin Project based on the theory that the Capitol Grounds are to be extended to include all of the tidelands and shores of the basin. The features of this plan are:

- 1. Highways: Three highways are proposed through the area:

- a. The Des Chutes Parkway, from Capitol Way in Tumwater northward by Des Chutes Way to the vicinity of Ferry Street, thence on a curve towards the west to the line of the right of way of the abandoned Port Townsend & Southern Railroad following the west bank of the Basin to the crossing of the Northern Pacific Tracks at Percival Creek, thence on a fill on the water side of the tracks along the west bank to an overpass in about the line of Front Street or Olympic Way to Fourth and Harrison Avenues.

This route is envisaged as a four lane, divided highway through a park with no rights of access for abutters north of Grant Street in Tumwater. It would pass the site of the original settlement in Tumwater, which should logically become a State Historical Park (with restoration of the historic buildings), and throughout its length would afford scenic views of the Capitol, the proposed lake, and the Olympic Mountains.

A fill of the cove south of Percival Creek would convert that area into a natural amphitheatre and playfield, and fill between the highway and the basin would provide bathing beaches, sites for boathouses, etc.

b. Olympia Parkway. A second parkway shown on the accompanying plan would be an alternate for the present State Highway Route along Fourth Avenue. The Fourth Avenue Bridge, built many years ago, was not designed for the weights or volumes of modern traffic and should be supplemented by an alternate traffic way. The proposed Parkway is again a four-lane divided highway with no access from the vicinity of Seventh Avenue and Water Street skirting the north side of the Des Chutes Basin, over the dam or weir holding the lake at a constant level about in the line of Fifth Avenue, to a connection with the Des Chutes Parkway at the crossing over the railroad to Olympic Way.

The whole length of this route would be over State owned tidelands, either on filled ground or over the dam. It may be desirable to build the bridge over the railroad with extra openings for two-way highway traffic so as to avoid some left turns.

c. Percival Creek Parkway is a proposed substitute or alternate for State Highway 410 to the west. It would run from the vicinity of Ninth Avenue and Capitol Way on a curve to the present Northern Pacific Tracks and utilize the present railroad crossing of the Basin for the proposed parkway to an intersection with the Des Chutes Parkway, and then continue south of and parallel with the railroad up Percival Creek to an eventual re-combination with the present highway to the Olympic Peninsula. The Parkway character of this highway might well extend a half mile west of the intersection with the Des Chutes Parkway.

A sweeping curve might ease the flow of traffic north-bound on the Des Chutes Parkway into this crossing of the Basin for easier access to down-town Olympia. Of course, the causeway fill would have to be widened and the draw-bridge replaced by a decorative park bridge high enough to permit small pleasure boats and maintenance dredges to pass under the bridge.

2. Railroads: This parkway route across the basin would necessitate the relocation of the tracks of the Northern Pacific. The accompanying plan suggests a substitute location for the railroad track parallel with an immediately north of the Olympia Parkway which would involve some 2500 feet of new construction (replacing 3400 feet over the present causeway). Another possibility which has been suggested would abandon the track through the tunnel under Seventh Avenue and connect the Northern Pacific into the Port Area by a line across the head of the west channel about on the line of State Street to a junction with the existing spur at Thurston and Water. This would involve only 1800 feet of new construction but all of it on pilings.

The freight yard and station immediately under the Hall of Justice and adjoining the basin are, to say the least, inappropriately located. This plan would abandon these yards in favor of a joint switching yard or union terminal to be developed where the N. P. and U. P. tracks now have an interchange in the Industrial District in "Swan Town". Such a union terminal is much desired by the shippers of the Olympia area and it is believed that the operation of a joint switching yard for service of industries and the Port from this location on the Eastside would be more efficient and economical for both railroads than the present arrangement.

It should be noted here that the creation of the proposed lake and the construction of the Parkways around the north and west sides of the Basin do not depend upon the relocation of the railroad crossing and yards. That relocation is an added and most desirable feature of the Plan.

3. The Lake: The idea has always been to construct a dam or weir in the vicinity of Fourth or Fifth Avenues which would hold the waters of the Basin at or near a constant level. Whether the structure is to be a dam or weir will largely depend upon the amount of fresh water which must be run off in times of flood and the adequacy of fresh water to keep the basin full and clean in periods of drought. The figures on run-off in this area are woefully inadequate and it may be that for safety of design, the freshness of the water in the lake may have to be sacrificed and some salt water admitted at extreme high tide. The design of the dam or weir, can, of course, easily provide for the proposed highways or railroad over the structure.

Beside the discussion over dam or weir to hold the constant level of water in the lake, there has also been much talk about the desirability or need for a lock or cradle railway to facilitate passage for small boats between the harbor and the lake. At this stage, while the design of the dam should leave space for such a facility, it would not appear to be a necessary part of the original construction project.

The plans for the lake contemplate a considerable amount of dredging for the dual purpose of deepening the lake for boating and of building additional land out from the very steep banks. Here again the existing data on the levels in the basin area and on the character of the muck, sand or gravel to be dredged is incomplete, so that it is very difficult to make reasonable estimates of costs. This dredging, however, might well be considered as falling in two or more stages---a first or essential dredging operation to provide the fills for the dam and highways, and later on supplementary operations to make additional lands for recreational use, chiefly under the bank on the east side of the lake.

4. Lands and Rights in Land: Almost all of the tidelands involved in this project are now owned by the State. Square 26 7 in the middle of the upper basin, four lots at the southwest corner of Water Street and Legion Way, and the right of way, freight yards and station of the Northern Pacific Railroad are still to be acquired.

In addition to the low or tideland areas, the proposed plan would make the site of the original settlement of The Tumchuck into a State Park. This would involve public acquisition of several blocks at the mouth of the Des Chutes River and strips along both banks to just south of the Custer Street Bridge.

Finally, the plan calls for the protection of the steeply wooded hillsides facing the lake against dumping or destruction of the forest cover and against buildings or billboards. This might be done by the State's acquiring an easement or restriction or right in land--leaving the property for the private enjoyment of the owners subject to these limitations in the public interest. At some points along the banks it may also be necessary to acquire easements or rights of way for trails or access roads (as, for example, the old approach to the former Billings Bridge), and where the bank is already marred or denuded, the State may need the right to go in and replant the hillside.

5. Public Buildings and Monuments: The development of the basin will provide or emphasize possible sites for public buildings around the water area.

Further office buildings for the State Government will certainly be added in the Capital City. With the extension of the Capitol Grounds to include the Des Chutes Basin and with access to the west side by the Proposed Percival Creek Parkway, consideration should be given to the possible location of a group of buildings on the high ground in the "Capitol Lake Park Subdivision". This site has previously been recommended as a suitable site for a Junior College.

The construction of the Lake will also reopen consideration of the relation of the Capitol Group of buildings to the water and park area. The removal of the railroad yard will make the point above the Power House an attractive site for a building or monument. Access to the buildings on the hilltop from the Percival Creek Parkway will be desired and would naturally lead to the study of the landscape treatment of the banks around the headland.

The accompanying plan shows a War Memorial or other monument at the end of the Ninth Avenue Thruway and on the north axis of the Capitol. In this vicinity it would be appropriate to group several public buildings. The U. S. Post Office under present plans will be expanded westward with a new building facing Columbia Street and the Basin. The corresponding site south of Ninth Avenue between Capitol Way and Columbia offers a fine location for a public or semi-public building. Further west, there are two more sites on either side of the parkway and on the water side of the proposed roads around the basin additional public buildings might be constructed.

A full use of the recreational opportunities provided by the Des Chutes Basin will inevitably involve boathouse, bathhouse and similar facilities. Probably a resort hotel will eventually be built near the basin.

Action Program

To get this project before the State Legislature at its forthcoming session two types of presentation should be prepared:

1. A General Plan and Pictures of the proposed ultimate development--with maps and large photographs for display--and accompanying descriptive matter.
2. An Engineering Report on procedure and preliminary cost estimates.

It is suggested that these estimates be prepared in three stages or groups:

- a. The design and estimated cost of a dam or weir and of the proposed Olympia Parkway from say Legion Way and Water Street to a connection with Olympic Way.
- b. The estimated cost of the fill and construction of the proposed Des Chutes Parkway on the west bank of the basin from Tumwater to Olympic Way.
- c. The estimated cost of a first unit of the proposed Percival Creek Parkway from Capitol Way at Ninth Avenue to the Des Chutes Parkway, including the relocation of the Northern Pacific track over the dam and north of the Olympia Parkway to the existing tunnel.

Charles W. Eliot

STATE OF WASHINGTON
DEPT. OF HIGHWAYS
LIBRARY

Preliminary Report

on a

PLAN FOR OLYMPIA

Submitted to

Olympia City Planning Commission

CITY OF OLYMPIA

By

CHARLES W. ELIOT, Planning Consultant

June 24, 1946

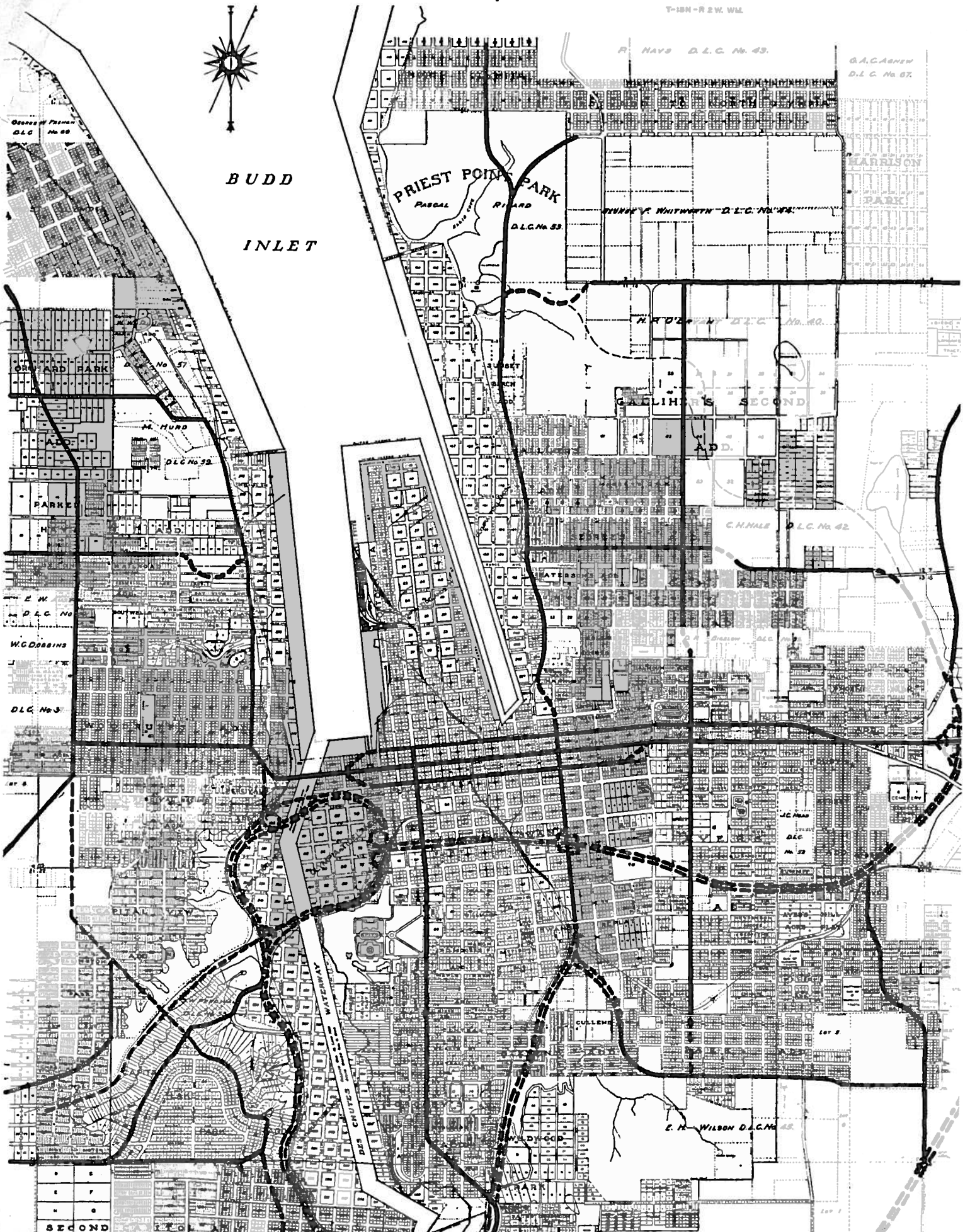
With Accompanying Planning Diagram

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Olympia, Washington



MASTER STREET PLAN, CITY OF OLYMPIA

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MR. ELIOT'S REPORT

The future development of the Capital City of the State of Washington should be the concern of every citizen of the State. The people of the City of Olympia have a special responsibility to plan ahead for the best possible use of the resources and investments of the area.

Nature endowed this area with great advantages and men's efforts have established here a city of great potentialities. The site of Olympia at the head of the Sound makes the city the entrance to the Puget Sound Country and to the Olympic Peninsula. It is the natural market center for the agricultural district to the south. Those who founded the original settlement of the State in this area, and those who picked Olympia for the State Capital recognized the significance of this Capital location.

I.

GENERAL PROBLEMS AND POSSIBILITIES

To look ahead to the possibilities of tomorrow, we must first understand something of the physical, economic, social and governmental structure and problems of the city as it is today.

A—PHYSICAL SETTING

Olympia is divided into three distinct parts by the two valleys emptying into Budd Inlet. Each of these three principal parts are again divided by the main East-West Artery of the area along 4th Street.

1. **The West Side** is a high plateau cut by four ravines

- a—Pecival Creek on the Southwest;
- b—Mottman Park north of Madison Avenue;
- c—The creek east of Dickinson and Langridge Avenues; and
- d—Schneider's Creek near the northern city limits.

The steep hillsides facing the Des Chutes waterway and Budd Inlet make access to the plateau difficult, but the crest of the hill commands beautiful views of the water, the Capital, the City and Mt. Rainier.

2. **The East Side** rises less abruptly from Budd Inlet and Moxlie Creek but to a higher elevation—(210 feet at the Water Towers Hilltop). Indian Creek and the Northern Pacific tracks swing around the eastern and southern side of this hill, and Mission Creek flows northwesterly across the northern part of the City to Priest Point Park.

3. **The Central Section** is bounded on the West by the Des Chutes Waterway with precipitous banks as far north as 7th Avenue. On the east, the O. W. R. & N. tracks follow the Stevens Creek and Moxlie Creek Valleys down to the railroad yards and industrial district. The rugged terrain, the tracks and the Water Reservation constitute an eastern barrier matching the Des Chutes Waterway in effectively isolating the Central or Capital Plateau. The Capital dominates the whole city and region from its site on the west side of this central highland, and Capitol Way bisects the district north and south.

North of 7th Street, Sylvester Park and the Old Capitol, the central business

district and the Port occupy the lower elevation and filled tidelands.

The principle problems and the outstanding opportunities for development of Olympia lie in this physical division of the city. The art and science of city planning consists in turning problems into assets,—in cooperating with nature and natural trends. Thus, the suggestions for future planning developments made later in this report, will constantly refer to the physical barriers and to the transformation of these barriers into unifying influences.

B—ECONOMIC RESOURCES

What makes Olympia tick? Where does the money come from? Any and all plans for the city must obviously foster and encourage a broadly based economy.

The biggest business in Olympia is the State Government. State employees paid in Olympia on June 1st numbered 2375 with a monthly payroll of some \$475,000 or \$5,700,000 per year. This is the most stable kind of business there is, and it is bound to increase substantially. Plans for the city must cater to this major purpose,—Olympia is primarily a Capital City. The people of Olympia, in their own interest, should do all they can to secure State Civil Service (in order to reduce turnover and make permanent residents), to provide more than adequate housing facilities, and to attract and hold this buying power into local retail markets.

Probably the second major economic activity in Olympia is trades and services. The available figures are difficult to appraise. Per capita sales are very low—indicating a major opportunity for development in this field. Probably the key item in planning for retail trade is adequate parking facilities.

Port and transportation activities loom large in the economic picture. Olympia is the third port of the state with a value in shipments of over \$54,000,000 in 1943. The plans for expansion of the Port and industrial activities are well advanced. The railroad situation leaves much to be desired. Plans for development should provide joint or union terminal operation.

* Figures on this section from Chamber of Commerce, Bonneville Report on Thurston County, and U. S. Dept. of Com. Export Transport Statistics.

Industrial activities have shifted from primary reliance on lumber and lumber products to a greater variety of fields. Food processing is now the largest industrial activity in the city employing over 1600 people on some 30 establishments. The proposed Cold Storage Plant at the Port is in line with this trend to make Olympia the processing and shipping center for the potential agricultural development of Thurston and adjoining counties.

Lumber and lumber products establishments in Olympia employ about 1300 people with plywood and veneer the leading items. The exhaustion of local supplies may be off set by new and more stable activities using second-growth timber on a sustained yield basis.

Other smaller industries are increasing in number in the area. There is no

site large enough for a very big, extensive type industry in Olympia; and anyway, reliance on a number and variety of industries makes for a healthier economy than dependence on one or two large operations. There is plenty of room for more small industries in the Port area and industrial districts.

The economics of residential communities are difficult to analyse but there can be no doubt that the building of a city of homes is a profitable activity. (The maintenance and operation of residential areas probably is not "economically" self sufficient, but socially necessary). Olympia should plan for substantial residential developments in the immediate future, with attention to revision of the subdivision of many areas, and economical provision of paving, water, sewer and other needed sources.

Among the economic possibilities for Olympia, it should be stressed that the Capital is the logical center for a tourist and recreation business. Olympia is the entrance to the Olympic Peninsula, the head of the Sound, the historic settlements, and the State Capital. Plans might well look to making this city the Resort Capital and supply center for recreation in Western Washington.

The plans made or not made by the city to foster or neglect these economic activities will control the future of Olympia. It cannot be said too often that not to make plans is really a kind of planning—bad planning. If we go ahead without planning, we make individual and separate decisions just the same—only without any guiding principal or sense of direction.

C—SOCIAL STRUCTURE

"Cities are for People"! What kind of people now live in Olympia and what kind do we want to attract here: What makes for good citizenship? What objectives and plans can the City make for "a good place to live" as well as to make a living?

Experiences of Capital Cities everywhere emphasize the importance of these questions, because almost all cities based on government or institutions find themselves faced with irresponsible citizens divided loyalties, "town & gown" feuds, etc. Too generally government employees feel primary loyalty to the place they were appointed from and hence dodge civic responsibilities in the Capital. But the city government, the schools and recreation facilities, the Community Chest, the Churches, etc., are all necessary parts of living—even in a Capital City.

Certainly, plans for Olympia should include school and recreation facilities in neighborhood centers, and neighborhood shopping districts, and neighborhood residential areas free of through traffic. Perhaps, by stimulating neighborhood consciousness, neighborhood loyalties can be built up and through those loyalties, greater interest can be aroused in over-all city needs and actions.

There is danger also to the roundedness of living in a capital city (as in a city dominated by one or two industries), in the lack of variety, in the economic

and social backgrounds or interests of the citizens. There seems to be a tendency in such cities to hum drum mediocrity, with an even greater than usual fear of "being different." Consideration should be given to encouragement of variety. Perhaps this means an effort to establish in Olympia an institution of learning or a medical center of national reputation or a "resort," or something else, which would bring into the community a different element.

Along this same line, plans should avoid the segregation of special interest groups as against the public interest. Olympia should be one community and not a series of separate neighborhoods—one for only the very rich, another for only the poor, another for the State employees, and still another separate area for the foreign born. Separation means lack of understanding and the eventual breakdown of the democratic way and of our republican form of government.

D—GOVERNMENT ORGANIZATION

In Olympia, the problems of inter-governmental planning are more than ordinarily difficult. Plans for the future of the community must coordinate the proposals of

1. The City Government for Police, Fire, Public Works for water, sewer, and streets, and parks, zoning, etc.;
2. The School Districts for education and recreation;
3. The Port District for Port, Rail and Industrial development;
4. The Public Utility Districts for light and power;
5. The County of Thurston for county functions, and particularly for unincorporated suburban areas;
6. The State Government—particularly the Capitol Grounds Commission, State Highway Department and Public Utilities Commission;
7. The Federal Government with special attention to the agencies maintaining offices in the city, the civil engineering activities of the Army in connection with the Port and Des Chutes Waterway, the Public Roads Administration and Federal Works Agency, the Housing Coordinator, etc.

Probably, as plans are formulated by the City Planning Commission, and before they crystallize, some sort of clearing operation should be set up. Perhaps an informal Metropolitan Planning Council could be brought together with key people from some or all of the agencies involved.

It is essential to economical and efficient procedure that joint or combined use of talents and facilities should be arranged. With this general statement of the problem, resources and possibilities still to be rounded out and developed—(it is now only the impressions of one week's visit), let us turn to some of the Plans and Programs which might be usefully investigated during the next few months.

II

PLANS AND PROGRAMS

Some of the more important needs of a growing Olympia and some of the major opportunities for improvements are presented herewith under the following headings:

- A. Access and Terminals:
Rail, Port, and Airport.
Highways, Streets and Parking.
- B. Parks and Open Spaces.
- C. Schools and Recreation.
- D. Public Buildings: City, County, State and Federal.
- E. Zoning.
- F. Water, Sewer, and other facilities.

A. Access and Terminals:
Before Olympia grows any larger in area or population, plans should be formulated to provide and reserve adequate access routes and terminal areas.

1. **By Rail**, Olympia is now served by the Northern Pacific and the Union Pacific over the O. W. R. & N. tracks. The Northern Pacific has exclusive control over the tracks into the industrial area on the West Side and permits the U. P. to use its tracks into the main Port District via Jefferson Street and the Grade crossings of 4th and State. The Port District has its own tracks and equipment inside "Port Olympia."

Union Terminal operation of tracks and switching in the central area would be a great help to the Port, the industries and to the City. Towards that objective various steps like full joint operation, a new union terminal company or extension of the authority of the Port District should be explored.

Several improvements in facilities await decision on this question of organization or authority.

a. A consolidated single switching yard would logically be developed by expansion of the O. W. R. & N. yards adjoining the Northern Pacific Tracks between 7th and 11th Streets. This step would permit the abandonment of the present Northern Pacific yard under the Capitol, and from which clouds of smoke now pour over the Capitol Group. The new consolidated site would be much better situated to serve the Port and industrial areas.

b. A new line to the Port by way of Plum Street and under 4th and State to permit the closing of the grade crossing at Jefferson. The plans are all drawn by the Engineer for the Port District. A branch line would serve the East Bay Industrial Area. Unless the site of the Sewage Treatment Plant is changed to the east side a reverse curve will have to be put in the Port line using Thurston and Franklin Streets.

c. Relocation of the Northern Pacific Crossing of the DesChutes Waterway by a line around the north side of the proposed Capitol Basin instead of around the south side. This change is desirable for the development of the Capitol Grounds and to make possible a parkway connection into the city from the Des Chutes Basin without crossing the railroad.

d. One other item for a change in the railroads around Olympia, involves the O. W. R. & N. tunnel under Capitol Way

at the southern city limits. Plans for sewerage and highways suggest that the railroad's plans to reline the tunnel be delayed while the possibilities of a sewer line to serve Tumwater and a highway parallel with the railroad track are explored.

2. **By Water**, access to Olympia is by Budd Inlet. (The often proposed canal up Percival Creek has not been investigated prior to the writing of this report).

a. The Port and Waterways have been planned for tremendous expansion of the facilities north of 4th Street. These plans are included in the Planning Diagram as received from Mr. Gribble of the Port District with the exception of the possible further extension to the north of the central Port area. Further extension does not seem necessary for a long long while and would probably be very undesirable to the usefulness of Priest Point Park. The three areas on the west shore, East shore to Milas Ave., and in the middle to the present harbor line will make a fine Port and industrial district for Olympia.

b. As plans are detailed for the Dam or Weir to maintain the water level in the DesChutes Basin, the question of a lock is bound to arise. The only business in the basin area now served by water is the Capitol Heating Plant. A pipe line and pumping would probably be cheaper than a lock. For pleasure craft the present 4th Street Bridge blocks sailing boats. If boating is to be a feature of the Capitol Basin a lock or cradle railway for light small craft might be located in the filled area east of the bridge abutments.

c. A seaplane base should be included in the Port development plans.

3. **By Air**, Olympia is provided with a modern adequate airport which should be supplemented with a seaplane base at the Port as just noted.

4. **Highway Access**. Access to Olympia by Highway today is by the Pacific Highway from the South running down Capitol Way to the cross route or East-West Olympic Highway on 4th and State Streets. This arrangement puts a very heavy burden on Capitol Way which is the only approach to the Capitol and State office buildings, and which is also fairly steep. The variety of grades make it necessary for trucks to shift gears several times in the apartment house and hotel district.

a. From the South

1. **On East By Pass**. To relieve Capitol Way so that it may adequately take care of the Capitol Traffic, different routes should be provided for different kinds of traffic. For instance, everyone seems to agree that a by pass from south of Tumwater northeasterly to Martin Way at about Lilly Road would relieve Olympia streets of the through traffic from Portland to Tacoma or Seattle and particularly of the very heavy long-haul trucks. A freeway of limited access way is proposed for this East By Pass either turning east on Log Cabin Road just north of the present bridge over the Des Chutes River at Tumwater, or by a new bridge further south with an underpass

of the Yelm Road where it now turns east. The route of this East By Pass is the logical future southeastern city limits for Olympia.

2. Stevens Creek Thruway. A second measure to relieve Capitol Way would provide direct access to the Port and industrial areas by a new limited access highway from Tumwater along Stevens Creek valley on the east side of the "O. & W." tracks and Pear Street to a connection with East Bay Drive. No topographic data is available to check the feasibility of this route, but a field inspection indicates that a line could be found in this general location. The southern mile of this new route (north to Union Avenue) would be a freeway with no cross streets. A connection of Pear Street into East Bay Drive north of Olympia Avenue is suggested to replace the present access to the Drive which will be discontinued when the railroad tracks on Plum Street are tunnelled under 4th and State.

3. Des Chutes Parkway. A third division of north bound traffic might be called the Tourist and Pleasure Traffic. It is proposed to divert this traffic from Capitol Way over a scenic and historic parkway past the "Tumchuck" and site of the first American Settlement to a view of the Capitol Dome and the Olympic Mountains over the length of the Des Chutes Basin. From DesChutes Way in Tumwater, a line has been studied following the west banks of the basin along the abandoned railroad right of way to the mouth of Percival Creek, and then dividing with one branch continuing on the west bank and the other crossing the basin on the present railroad right of way under Capitol Hill to curve into Water Street.

This proposed Parkway Route follows the west bank of the Des Chutes Basin, instead of the line previously proposed along the eastern shore, to permit views of the Capitol across the water and to avoid a sharp curve around the headland of Capitol Hill. The west bank also provides a better through line for connection with Olympic Way and West Bay Drive and leaves the East bank free of through traffic roads and therefore more susceptible to development for recreation.

With the addition of three new routes for traffic from the south it should be possible to segregate the several types.

A. Through Traffic to Tacoma and Seattle by the East By Pass.

B. Port, Industrial and Trucking by the Stevens Creek-Pear Street Route.

C. Business for the Capitol and City by Capitol Way.

D. Tourist and Light vehicles by the Des Chutes Parkway.

On all of these routes, very difficult problems are encountered in providing interchange with the East-West traffic which now uses 4th Street.

b. East-West Traffic

1. The present situation, East-West Traffic now flows (or rather fights its way) through the main business street—4th Avenue, with some help from the

parallel route on State Avenue. From the east, it is easy to use either street, but no "cut-across" exists at the west. Both streets are 80 feet between buildings until they reach the critical area of the business district where they reduce to 60 feet. At the junction with the Pacific Highway at Capitol Way congestion is increased. To the west, all traffic must use the 4th Street Bridge and climb the steep grades to the top of the hill at Rogers Street. The extension of 4th Avenue is too steep, (must be closed when snow or ice) and a connection by Olympic Way to Harrison Avenue provides greater distance and therefore better grades at the expense of alignment.

Among the steps which might be taken to help this existing situation are:

(a) A "Cut across" to connect State Avenue with 4th Avenue south of the Yacht Club. This step would then make possible the use of these tandem streets as one-way thoroughfares;—4th Eastbound and State Westbound. The disadvantages to business are obvious, but such an arrangement would expedite traffic.

(b) Perhaps a better arrangement would be to provide the necessary connections to use State and 5th Avenues as the one way streets for through traffic, leaving 4th Avenue for two-way local traffic. For this result, a companion "cut-across" from 4th Avenue to 5th Avenue should be built opposite the connection to State Avenue at Simmons, and on the east a cut-back into 4th Avenue might be located at Boundary Street.

(c) On the West Side, two possibilities are available to help reduce the grade on the hill—one to tunnel under Rogers Street at the top, and the other to swing on a longer curve into the blocks north of Harrison Avenue. This second possibility would cut up a lot of improved property and probably could not be justified.

Even with all these improvements, the East-West Through Traffic would still be congesting the business district. They are remedies but not a solution for the problem. Two "solutions" have been suggested and both are shown on the Preliminary Plan, although, of course, only one would ever be constructed.

2. Ninth Avenue Route. Toward the Business District the furthest south which it is practical to look for a through route is 9th Avenue. Beyond that, the grades at the west down to the tidelands and at the east over the two different elevations of the railroad tracks, become too great. Various studies have been made in past years for a route along 9th Avenue. A new version of those studies is shown on the Planning Diagram.

Leaving the Martin Way in the vicinity of Indian Creek the route suggested swings southwest down the valley and then west around the top of the hill to avoid too steep a grade going down into the industrial area of the city. This location cuts across the grid-iron pattern of streets leaving many poorly shaped lots, but avoiding all but a few existing houses. From just east of Pear to Jefferson Street (1300 feet) a low viaduct is proposed over the new Stevens Creek-Pear Street Artery, over

the industrial district, and over the expanded railroad yards to grade at Jefferson Street. Across the central part of the city, this route would take the row of lots on the north side of 9th Avenue for a depressed highway, leaving the existing street for service of the houses on the south side. The new highway would go under Capitol Way and bridges or connections could be arranged at the other cross streets. The four blocks around the intersection of the new freeway and Capitol Way could be operated as a "clover-leaf" for interchange of traffic.

West of Columbia Street the scheme for this route shown on the Planning Diagram indicates a partial clover leaf for interchange with the Des Chutes Parkway and to divide the traffic continuing west around the north side of the Capitol Basin or turning south around the south and west sides. Where the roads divide at the water's edge, there is a site for a monument on the axis of the Capitol group.

A continuation of this route around the north side of the Capitol Basin connects with Olympic Way and Harrison Avenue over the relocated tracks of the Northern Pacific Railroad. The details of this arrangement obviously need much future study, but this scheme shows that an interchange and separation with the railroad can be worked out in the narrow space between the channel and the bluff. One very bad item in this layout is the left turn across the main flow of traffic onto the 4th Avenue Bridge for vehicles coming down the hill from the west. A left turn from this route is necessary somewhere to reach the business district, but this is not a good place to make it.

3. Olympia Avenue Route. An alternative to the 9th Avenue Route has been suggested by City Engineer Williams. This alternative would feature a viaduct across the west bay and over most of the Industrial District on the line of Olympia Avenue. Starting, as in the case of the 9th Avenue description, at the east side of the city, this route might leave State Avenue in direct extension of Pacific Avenue to Thurston Avenue, taking the tier of lots south of Thurston to Bethel and lots north of Olympia Avenue from Bethel to an interchange clover leaf at Pear Street. From that point west, a viaduct within the present lines of Olympia Avenue would run almost exactly one mile to West Bay Drive. Perhaps not all of this distance would have to be elevated, (if fill were permitted in the West Bay), but a substantial number of railroad tracks and streets necessary for access to the Port and Industrial area would have to be separated from the thruway. This location for the East-West Highway would permit a simple and very efficient clover leaf intersection with the Des Chutes Parkway traffic at the west bridge abutment and between West Bay Drive and the railroad.

Before a decision can be made as between these or other alternatives for a new East-West Thruway, further data, estimates and studies are needed; but

an early decision is imperative. New buildings are likely to be started any day right in the right of way for one or another or all of these routes. The City and the State have the choice of a public decision with resultant possible speculation in advance of acquisition, or of being blocked altogether by new construction making all costs prohibitive.

(If I had to choose today, I think I would take the 9th Avenue Route.)

c. Interchange and Secondary Routes

1. Interchange on Arteries. A number of key interchange points have been studied as previously described (at Pearce and both alternatives for the East-West Thruway, at 9th and Water, at Des Chutes and East-West, and at West Bay Drive and Olympia), but many more must have at least this much attention. In some cases modified clover-leaf or an adaption of the "Delano Plan" for one way streets with every third street grade separated, may be applicable. Special attention should go first to interchanges between main arteries and then to points where arteries and secondary routes intersect.

2. Secondary Routes. Only a beginning has been made on the plan for other Major Streets. Some are fairly obvious, as for instance:

(a) North-South, beginning at the East.

1. Grand Boulevard and Indian Creek Parkway,
2. Central Ave.—with connections Bigelow to View and 18th to 22nd,
3. Franklin or Washington to supplement access to the Capitol.
4. Rogers - Plymouth and Caton - Black Lake Road.
5. Division and New Black Lake with possible diagonal and Bridge to Rhododendron Blvd. and 6th Street in Tumwater.

(b) East-West, beginning at the north-east:

1. Mission Creek - Indian Creek Parkways.
2. Leavenworth.
3. State and 5th as tandem one-way streets.
4. 22d Avenue and possible connection to 16th and Maple Park.
5. O'Farrell-Eskridge.
6. Log Cabin Road and on the West Side.
7. King-Crestline-Raft.
8. Dickinson.
9. Mottman Road.

d. Re Subdivision and Street Closings.

One of the purposes of selecting Major and Secondary Streets is to provide for their early development and thus to relieve residential streets of the danger and noise of through traffic. The idea is to save the costs of development on residential streets. An even greater saving, however, could be made by having fewer streets.

Olympia has a great many more streets than are needed. The standard block of 200 or 300 by 300 is appropriate in business areas, but for residential development blocks 1200 feet long are entirely adequate. In these days of auto-

mobiles it's no more trouble to go around a long block than a short one.

A plan and concerted campaign are needed to close and abandon unnecessary streets in residential districts. There must, however, be a plan so as to sure Not to close streets that are needed for through traffic or to provide drainage.

In some areas an entirely new plat or re-subdivision is needed. The excellent job done at "Capitol Lake Park" by Mr. Mottman is an example. There are a number of undeveloped tracts with recorded plats which should be re-planned.

e. Major Street Plan. When the Planning Commission has studied and revised these projects for Access Routes, Secondary Routes, Street Closings, etc., the Commission should recommend and the City Commission adopt "A Major Street Plan" incorporating proposals on this field in order to

Set up priorities in acquisition and construction of streets; inform property owners as to the City's requirements in future subdivisions, widening, or set-backs;

Concentrate traffic on major streets and free residential streets of through traffic; and

Provide access to Business and other centers.

The preparation of the Major Street Plan is thus one of the most important items on the Planning Program.

f. Automobile Parking-Highway Terminals. Everyone agrees that a modern city should have a bus terminal, but it's only beginning to dawn on us that every automobile needs two terminals. The auto parking problem has reached a critical stage. If we don't provide adequate parking we face the almost certain destruction of property values in our business districts. Customers will go where they can park.

Parking meters help the fairer use of existing spaces but they don't create any new spaces. The only answer is off street parking. Where and how to provide off street parking in downtown Olympia is a very tough problem because of the closely built character of the down-town areas. People will not walk much more than 6-800 feet according to records in many American Cities.

The data on possible sites is not yet available, and no specific suggestions are included in this preliminary report. The Commission and the City Engineer's office should immediately collect the data outline in the recommendations at the end of this report, and it would be desirable for the members to familiarize themselves with the laws applicable to purchase and operation of public parking lots in this State. Probably new legislation will be required.

B—PARKS AND OPEN SPACES

The future Park System of Olympia, like that of most cities, is dictated largely by topography. The parks and parkways include the primary physical features of the area. Parks and Open spaces serve other purposes, however, than just a useful occupation of otherwise useless ground. 1. They provide space for recreation in both the narrow sense of play and the broad sense of replenishment of the

soul; 2. They define a pattern of built up and open spaces which give design and form to the organization of the community; and 3. They can protect and preserve natural drainage channels which might otherwise be turned into expensive sewers.

The base of a system of parks in Olympia is, of course, the Des Chutes Valley. A second major item is the Moxlie Creek Valley and the third is the existing Priest Point Park. To these it is suggested on the "Planning Diagram," that additions and connections be provided, chiefly in the form of stream valley parkways. The largest and longest of these parkways would follow up Mission Creek to a large playfield in the meadow south of Massey Avenue and west of Pearce Road, and then through the woods parallel with Massey Avenue to Bigelow Lake. Around Bigelow Lake and down Indian Creek Valley, this northeast circuit parkway would combine with the 9th Avenue Freeway Route into the center of the city.

On the West Side, future stream Valley parks are suggested following the example set in the Mottman Replat along Easy Avenue, (a) to extend that park to the school grounds at Madison Avenue. (b) to preserve the Percival Creek Valley, (c) to provide a parkway up the valley to Dickinson Avenue (including some tax delinquent lands) and (d) to preserve the natural park attraction of Schneiders Creek.

The Moxlie Valley—now the water supply of the City—should be increased on the northeast to complete control of the drainage and extended for open space, wild life Preserve, and eventual Park use by additions in the Stevens Creek area along the proposed Thruway, both south to Capitol Way and north to Union Avenue.

The development of the long projected Capitol Lake in the Des Chutes Valley should properly be considered as an extension of the Capitol Grounds, and therefore as the field for planning by the Capitol Grounds Commission. On the Planning Diagram the future area of this extension of the Capitol Grounds is shown reaching all the way to the crest of the bluff on both sides. This is the area which should be controlled under the development but not necessarily owned in fee title. It would be sufficient, for instance, along most of the bank, if the State should acquire only a "Right in Land" or easement which would protect the steep slopes against gashes or slides, against building, or against the cutting of trees, but leave the bank in possession of the abutters for the protection of their privacy.

Another explanation of the Diagram is necessary in order to point out that although the principle highway is located on the west bank (for the reasons stated previously) it probably would be desirable to have some minor road on the fill below the east bank for access to the water and picnic places along that shore.

Although your consultant has reviewed the plans and estimates for the

Lake Development prepared in 1938 by Engineer C. E. Dorisy, no detailed comment or proposals are included here. In the first place, this is the job of the State Capitol Grounds Commission. and in the second place the data on topography, soundings, borings, peak and flood flows, and on costs are either entirely lacking or very inadequate. Mr. Dorisy's report is a useful preliminary explanation of the problem to lay out a program for gathering needed data and to outline the scope of the project.

The importance to Olympia of this Park development of the Des Chutes Waterway cannot be over-emphasized. It is in almost every way the key project for the future of this Capital City. The Planning Commission will want to press for early action by the Capitol Grounds Commission and to offer full cooperation of the City in the development of a general plan and program for construction.

Besides these major parks and parkways, and the stream valley parks, a complete system should also include small city Parks or open spots and playgrounds. The small park of one or two blocks is represented in the system today by the Sylvester Park down town, Maple Park, Olympic, and the parks at Bigelow and Tullis, and at 7th and Willson on the East Side. This type of park may serve well as a neighborhood center or as an open space in the central business district, but in the days of automobiles they do not compete as attractions with the larger open spaces. It is probably desirable to develop the larger of these small areas in residential areas as playgrounds for the young or as sitting grounds for the old.

C—SCHOOLS AND RECREATION

Playgrounds ordinarily should be combined with school grounds for the efficient day and evening use of the whole plant. The park area added to the school grounds, as Woodruff Park is added to Garfield School, makes possible a park like setting for the combined operation. Additional play facilities will be needed in the apartment house district, and perhaps in combination with future school facilities in the north and south parts of the west side, south of the projected 9th Avenue Freeway near Central Street possibly using some of the odd shaped parcels left by that project), and near the present city limits north of Bigelow Avenue.

The biggest single problem facing the school board after the present building program is under-way, is the High School. The present plant will certainly be inadequate when the present large number of babies reach High School age. It is not too soon right now, to consider the requirements and possible future location of a complete high school plant. It probably would be economical to buy property even as much as ten years ahead of a new building to save paying for improvements. The Planning Commission may wish to raise this question with the School Board to assure them of the desire of the City to fit the future High School into the whole community picture or City Plan.

D—PUBLIC BUILDINGS

Similarly, it might be desirable to start some conversations or friendly discussions with the County, the State, and the Federal agencies having offices in Olympia to ascertain the extent of their needs and to explore the possibilities of joint planning to meet those needs.

Someday, Olympia will have a new City Hall. These several public building programs may bulk quite large and should of course be planned as a whole for maximum results. Perhaps these buildings should be grouped between Capitol Way and the Capitol Basin or perhaps a number of these agencies could be accommodated in the old Capitol on Sylvester Park.

E—ZONING AND LAND USE

The general zoning pattern and zoning ordinance now in effect appear to be wisely conceived and fairly administered. It is time that some of the provisions of the ordinance should be modernized and refined. It is also desirable for the Planning Commission to delegate or divest itself of some of the administrative chores of zoning interpretation and application.

On the question of zoning categories, it may be desirable to have a longer list of districts with distinction. for instance between one and two family districts, or providing a special district for off street parking facilities. The "string" type of business zone is now recognized as inferior to the more closely knit or consolidated type for neighborhood use. The single lot business use is an encouragement of monopoly. Like every other zoned city, Olympia has the problem of how to get rid of non-conforming uses.

To avoid the almost complete absorption of the energies of the Planning Commission into zoning administration, other cities have resorted to such devices as delegating the holding of hearings, etc., to a zoning sub-committee of the Planning Commission. or setting up a separate Board of zoning appeals, or an office of zoning administration. During the next few months, the Planning Commission should have the opportunity to review the relative merits of those or other procedures.

The next months should also see a series of proposals for amendment of the zoning ordinance and zoning plan in other respects. One subject which might be worth explanation in this connection is the value of a distinctive architecture—particularly in the business district—and the control of over-hanging signs.

It has been especially interesting to your consultant to observe in Olympia the sort of canopy or permanent awning over some of the downtown sidewalks, because that type of construction has been recommended in other cities as a means of unifying the appearance of a series of architecturally dissimilar structures. Here you have the structure, but have not apparently used it consciously to achieve architectural harmony. Why don't you?

F—WATER, SEWER AND OTHER FACILITIES

This heading ends this discussion and is included here. not because there is anything to be said about these subjects, from the observations of this last week, but rather as a reminder that these and a number of other subjects must be taken up and fitted into the general pattern before the Plan and Program are complete. For planning is also needed for street lighting and traffic control, for a street tree program, location of fire and police sub-stations, location of public utility lines for power, light and gas, and last, but not least, for a program of public works with priorities and financing arrangements.

RECOMMENDATIONS

It is respectfully recommended that the Planning Commission

Establish Committees of members or including others on each of the subjects listed below, and

Adopt appropriate resolutions suggested below, and

Request the data indicated below, for:—

1. Port and Railroad Committee:

Investigate and report on legal possibilities, obstacles and needed legislation

a. for joint railroad development and operation of switching yards, terminal tracks, union freight and passenger stations, etc.; or

b. for organization of a union terminal company for these same purposes and compulsory participation by the railroads; or

c. for the extension of authority of the Port District for these same purposes.

Consult with the State Railroad Utility Commission as to their attitude towards such a proposal.

2. Major Street Plan Committee:

Review choice of routes and alternatives in the field—(will require one old car or jeep to negotiate rough roads).

Request State Highway Department to cooperate with the City in making surveys for:

a. East-West Throughway—State to assign engineer for preliminary survey and report.

City Engineer to prepare strip maps at 100 scale with topography along both 9th Avenue Route and Olympia Avenue route showing all improvements (houses, paving, sewer and water, etc.) assessed values and topography.

b. East By-Pass—State to begin specific rights of way location.

c. Des Chutes Parkway—State to make usual preliminary survey for state highway from Des Chutes Way at Pacific Highway down west bank and including both eastern connection over railroad fill,—skirting the north side of Capitol Hill,—as well as continuation on west bank to Olympic Way and 4th Ave.

Request the City Engineer's office, in addition to the above, to develop for

a. **Stevens Creek-Pear St. Thruway** — topography, preliminary alignment and preliminary figures on cuts, fills, and any special situations which may show up between Capitol Way and Union Avenue.

b. **Pear Street** connection between Olympia and East Bay Drive—topography and preliminary alignment.

c. **Central Street**—detailed location and procedures for opening connection between Glass and View Avenues.

3. Auto Parking Committee

Request City Engineer's office (a) to prepare **base map** at 50 or 100 scale (use Sanborn Atlas fitted to correctly platted street pattern) of the area bounded by the far sides of Simmons, Thurston, Pear and 10th Avenue; (work can be advantageously combined with part of maps for East-West Routes outlined above), and showing improvements with indication of use and character of structures; and (b) to plat on prints of this base map (1) Assessed values or other values if available for land and improvements and totals with names of owners. (2) By symbols at curb and on locations, the number of parking spaces at the curb on each side of each block, in garages or off street areas.

Investigate and report on legal possibilities, obstacles and needed legislation for special assessment off-street parking acquisition and operation or city action without special assessments.

4. Parks and Parkway Committee

Make field review of suggestions for parks and parkways shown on Planning Diagram and report on changes or alternatives and specific boundaries. (best done on foot with someone from the City Engineer's office and a good map. Fine exercise for two week-ends for some members of the committee).

Request the State Capitol Grounds Commission to proceed with plans for the proposed enlargement of the Capitol Grounds around the Des Chutes Basin and Capitol Basin in cooperation with the State Highway Department (on the Des Chutes Parkway) and the City Planning Commission.

5. Public Buildings Committee

Collect data (perhaps with assistance of Chamber of Commerce) on space now occupied in publicly owned or rented buildings (listed separately-) and again separately by

1. Federal Agencies in Olympia
2. State Agencies in Olympia
3. County Agencies in Olympia
4. City Government, other than local fire and police, etc.
5. School Administrative
6. Port District Administrative
7. P. U. D. Administrative

6. Metropolitan Coordinating Committee

Explore possible membership and fields of action for planning cooperation and clearing among official agencies.

7. Zoning Committee

Explore and appraise procedures used in other cities to relieve Planning Commission of detail.

It is suggested that the work outlined above would justify the employment of an Engineer-Draftsman in the city Engineer's office and of a part-time legal assistant to work under Chairman Yantis' direction on the legal points.

ACKNOWLEDGMENTS

I am deeply indebted to a great many people for ideas and suggestions, and regret that the sources are not adequately recognized in the text of this statement. I am particularly grateful for the time and attention given to me by the members of the City Commission, by the Chairman and Members of the City Planning Commission, by City Engineer Williams, Col. Dohm, Mr. Turner, City Clerk-Treasurer Hume, and by Mr. Mathias and his staff at the Chamber of Commerce, Mr. Francis of the Capitol Grounds Commission, Mr. Gribble of the Port District, and Mr. Ray Dinsmore of the State Highway Department.

Respectfully submitted,

(signed) CHARLES W. ELIOT
Planning Consultant for
City of Olympia.