

# Policy Issue Recommendations for City Council Public Hearing Draft of Comprehensive Plan

At its February 25, 2014, meeting, the Olympia City Council directed further consideration of 18 policy issues from the Planning Commission-recommended Draft Comprehensive Plan. The issues were referred to City Council study sessions, Land Use and Environment Committee, or to staff. At its April 15, 2014, meeting, the City Council approved edits to policy language on nine of the issues for inclusion in its Public Hearing Draft of the Comprehensive Plan.

Below are recommendations for language addressing the remaining nine issues for the Council to consider including in a public hearing draft of the Comprehensive Plan.

## Direction from City Council Work Sessions

### Urban Corridors

1. Include the Olympia Planning Commission recommendation in the City Council Public Hearing Draft Comprehensive Plan:
  - removing sections of the Urban Corridor on Capitol Boulevard south of I-5; and
  - reducing the width of Urban Corridors on East 4<sup>th</sup> and State Avenues, and Harrison Avenue (from ¼ mile to about one-lot deep, to match the existing HDC zoning district).
2. Revise Transportation Corridors Map and Transportation 2030 maps (Northeast, Southeast, and Westside and Downtown).
3. Include the following change to Policy PL 13.6 in the Land Use and Urban Design chapter:

PL 13.6 Focus public intervention and incentives on encouraging housing and walking, biking and transit improvements in the portions of the urban corridors nearest downtown and other areas with substantial potential for redevelopment consistent with this Plan. These include, for example, the area from the Martin Way/Pacific Avenue intersection east to Pattison Avenue, and the area near the intersection of Harrison Avenue and Division Street.

### Urban Agriculture

Accept the Olympia Planning Commission's recommended draft policies with no further changes.

## Street Connectivity

[Note: This policy has been revised to address Council's comments related to street connections to existing neighborhoods, the impacts of a street connection character of existing neighborhoods, and the need to involve residents in street connection decision, as well as other related comments. Comments made by the Council related to connections in new development and regional high volumes connections, are already covered in other policies in the proposed draft.]

### 1. Revise Policy PT 4.21 as follows:

PT4.21 Pursue street connections because a well-connected street system improves the safety and efficiency for all modes of travel. Pursue all street connections. When a street connection is proposed, to an existing residential neighborhood, the developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. In all cases, priority will be given to pedestrian, bicycle and emergency vehicle access. how not making the street connection will impact the street network. This information will be shared with the Affected neighborhoods and other stakeholders before any final decision is made will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, At a minimum, this evaluation will include:

- Effects on the overall city transportation system
- Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated
- Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists
- Impacts on directness of travel for emergency-, public-, and commercial-service vehicles
- ~~An assessment of travel patterns of the larger neighborhood area~~ and volumes at nearby major intersections
- ~~An assessment of traffic volumes at the connection and at major intersections in the larger neighborhood area~~ whether projected volumes are expected to exceed the typical range for that classification of street
- Identification of all ~~major~~ topographical barriers or environmental constraints that make a connection infeasible
- ~~Involve the neighborhood and other stakeholders in the identification of potential mitigation measures for the new connection~~
- Bicycle and pedestrian safety
- Noise impacts and air pollution

- Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets
- Effectiveness of proposed traffic calming measures
- Consideration of the information in Appendix A of this chapter

2. Add new Policy PT 4.23:

PT 4.23 Build bicycle and pedestrian facilities, traffic calming devices and any other functional improvements, as needed, to address safety concerns on newly connected streets at the time when street connections are made. This policy applies to arterials, major collectors and neighborhood collectors. These improvements must be made to the segment of street between the intersections of two comparable or larger street classes.

### **Connection of Park Drive SW**

Accept and retain the following language in the Olympia Planning Commission’s recommended Transportation Chapter, Appendix A, under the heading “Kaiser Road and Black Lake Boulevard Area Connections”:

“If at some future time, Kaiser Road is extended to Black Lake Boulevard, extension of Park Drive to Kaiser Road may be considered in order to provide access for bicycles, pedestrians, and emergency vehicles.”

### **Land Use and Environment Committee Recommendations**

#### **Alleys**

Revise Policies PT 3.4 and 3.5 as follows:

PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.

PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.

#### **Urban Green Space and Tree Canopy**

1. Revise the Olympia Planning Commission recommendation for Policy PL 7.4 in the City Council Public Hearing Draft Comprehensive Plan as follows:

PL7.4 Increase the area ~~per capita~~ of urban green space and ~~the tree canopy to area ratio~~ within each neighborhood proportionate to increased population in that neighborhood.

2. Retain the existing Olympia Planning Commission recommendation for Policy PN 3.2:

PN3.2 Measure the tree canopy and set a city-wide target for increasing it through tree preservation and planting.

## **View Protection**

Revise the Olympia Planning Commission recommendation for Policies PL 8.1 and 8.2 in the City Council Public Hearing Draft Comprehensive Plan as follows:

PL8.1 Implement public processes, including the use of ~~Olympia's digital simulation software~~, to identify important landmark views and observation points.

PL8.2 Use ~~Olympia's digital simulation software~~ visualization tools to identify view planes and sightline heights between the landmark view and observation point.

## **Issues Referred to Staff**

### **Design Review Jurisdiction**

1. Revise the Olympia Planning Commission recommendation for Policy PL 6.1 in the City Council Public Hearing Draft Comprehensive Plan as follows:

PL6.1 Establish a design review process for:

- commercial and mixed use development adjacent to freeways and public streets;
- other highly-visible, non-residential development, such as the Port of Olympia, campus developments, and master planned developments;
- multi-family residential development and manufactured housing parks;
- detached homes on smaller lots (less than 5,000 square feet) and in older neighborhoods (pre-1940); and
- properties listed on a Historic Register or located within a designated historic district.

2. Retain the existing Olympia Planning Commission recommendation for Policy PL 6.2:

PL6.2 The design review process should recognize differences in the city with the objective of maintaining or improving the character and livability of each area or neighborhood.

## **Public Health**

Include the following at the end of the Introduction section in Public Health, Arts, Parks and Recreation chapter:

- The City of Olympia takes an active role, when appropriate, in influencing regional health policy where it relates to Olympians.