



# 2021 Preliminary Comprehensive Plan Amendments

**File #: 20-4942**

Project Name: Olympia Public Works Transportation Proposed Comprehensive Plan Amendment

Project Description: Text Amendments to address multimodal transportation and concurrency

Site Address: Citywide

Parcel #: N/A

Applicant: City of Olympia Public Works Department

Contact Information: PO Box 1967, Olympia, WA 98507

Authorized Representative: Michelle Swanson, AICP

Contact Information: 360.753.8575, [mswanson@ci.olympia.wa.us](mailto:mswanson@ci.olympia.wa.us)

**Application Detail Responses:**

Type of Proposed Amendment: Comprehensive Plan Text Amendment

Comprehensive Plan Current Designation: N/A

Comprehensive Plan Proposed Designation: N/A

Associated Map Amendment: N/A

## **Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation**

### **Proposal description**

The City is creating its first-ever Transportation Master Plan. As part of the plan, we are updating the Transportation Concurrency Program, which will allow us to increase capacity for all modes of travel. The new multimodal concurrency program will better align the City's practices with the broader goals and policies in the Comprehensive Plan of making the City more walk-, bike-, and transit-friendly.

The existing concurrency program is based on a level of service standard for vehicles only. The new concurrency program will measure "person trips," allowing concurrency projects to add capacity to our street system for all modes of transportation: walking, biking, taking transit, or driving.

# Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation

DRAFT – November 2020

## Olympia Comprehensive Plan

### System Capacity

One of the ways we gauge the quality of a community is how easily we get around. No one likes getting stuck in traffic. In Olympia, we are looking for new ways to add capacity ~~address congestion~~ - ways that retain the human-scale character of our streets - instead of adding more lanes.

~~Transportation professionals use "level of service" ratings to describe vehicle congestion, ranging from A to F— "A" being no congestion and "F" being heavy congestion. The concept of concurrency means that as our community grows, the level of service (level of congestion) that we consider acceptable for a specific street is maintained. To achieve this requires that we add "capacity" to the street.~~

The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. In Olympia, ~~we want to~~ look at capacity more broadly and see it as our ability to move people.

The street system can move more people when more trips are made by walking, biking, or riding the bus. ~~On streets that have unacceptable levels of motor vehicle congestion, and where widening is not appropriate,~~ We will increase capacity on our streets by building facilities to support walking, biking, and transit. In many cases, adding roundabouts will be a key part of this approach.

~~This is needed most in the oldest parts of our city, where roads cannot be widened further. Considered "strategy corridors," these streets are already at the maximum five-lane width, have environmental constraints, or are adjacent to areas that are fully built out.~~

Efforts to reduce auto trips, such as adding bike lanes and sidewalks and improving transit services will ~~be used to relieve traffic congestion and~~ increase capacity on all major streets, but especially on strategy corridors (See Appendix H, the Corridor Map, for strategy corridors.)

The project list and maps in Appendix B include system capacity improvements ~~for vehicles~~ likely to be needed over the next 20 years.

Appendix I shows Traffic Forecast Maps of current and future traffic volumes.

### Goals and Policies

**Impacts of new development on the transportation system are addressed by establishing level of service network completeness standards that indicate when improvements are needed ensure that adequate transportation infrastructure is provided in concert with growth.**



**PT8.1** ~~Measure level of service using the average vehicle volumes that occur during the highest volume, consecutive, two-hour period. Use the two-hour level of service as a screening tool to determine capacity needs at intersections and along streets. Consider location efficiency in this calculation to remove disincentives for development along urban corridors where increased density is desired.~~

**PT8.2** ~~Determine the need for, and feasibility of, motor vehicle capacity improvements, particularly widening the street. Consider the types of streets and connectivity of the street network in the area, environmental impacts, the impacts on the walkability and character of the area, cost, and physical constraints.~~

**PT8.3** Implement a system completeness framework for transportation concurrency where the supply of new transportation infrastructure that supports growth shall exceed the travel demand of new growth.

- Supply is defined by the transportation concurrency project list identified in the Capital Facilities Plan
- Demand is measured by PM peak hour person trip generation
- Supply and demand are equated using "mobility units" as defined in OMC 15.20.020
- Mobility units of supply are considered available to support new development when the transportation improvement is fully funded, as identified in the Capital Facilities Plan

**PT8.3** Consider signal upgrades and signal timing as standard ways to reduce congestion.

**PT8.4** No street will exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.

**PT8.5** Consider roundabouts instead of signals at intersections to maintain traffic flow.

~~**PT8.6** Establish and maintain appropriate levels of service using the following guidelines (see street system maps in Appendix B and Corridor Map in Appendix H):~~

- ~~• Level of service E will be acceptable on arterials and major collectors in the City Center and along urban corridors~~
- ~~• Level of service D will be acceptable in the rest of the City and Urban Growth Area~~
- ~~• Higher levels of service may be maintained in parts of the City because of low traffic demand~~
- ~~• For some intersections, level of service is F is acceptable~~
- ~~• On strategy corridors, where widening is not an option, levels of service may fall below adopted standards~~

**PT8.7** Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW [36.70A.070\(6\)](#). Proposed improvements to state-owned facilities will be consistent with the [Thurston Regional Transportation Plan](#) and the State Highway System Plan within Washington's Transportation Plan.

**The impacts of new land-use development on the transportation system are mitigated appropriately.**

**PT9.1** Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.

**PT9.2** Require new development to construct improvements or contribute funds towards measures that will improve the function and safety of the streets, such as installing bike and pedestrian improvements, turn pockets or special lanes for buses, or roundabouts, or modifying traffic signals.

**PT9.3** Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.

**PT9.4** Use the [State Environmental Policy Act](#) to determine mitigation requirements for the impacts of new development on the transportation system.

**PT9.5** Construct complete streets and maintain an urban form that is human scale, when widening is necessary.

**On designated strategy corridors, when road widening is not an option, increase capacity by providing walking, biking and transit facilities, facilitate increased land use density, and eliminate transportation system inefficiencies.**

**PT10.1** Add bike lanes and sidewalks, improve transit services, and use demand management measures to ensure that transit, walking and biking are attractive and easy to use during peak travel periods on all streets, especially strategy corridors, ~~those which cannot be widened.~~

**PT10.2** ~~Review and update concurrency ordinances as appropriate to implement multimodal and system efficiency strategies in strategy corridors. (See Concurrency Report explanation in Appendix A.)~~

**PT10.3** Expand the City's network of street connections, pathways and trails to help relieve congestion.

~~System capacity improvements focus on moving people and goods more efficiently, minimizing congestion by replacing car trips with walking, biking and transit trips, and by increasing system operational efficiency and reliability.~~



SHARE



**PT11.1** ~~Pursue a person trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.~~

**PT11.2** ~~Seek voluntary concurrency mitigation measures separate from other transportation mitigation measures required by either [State Environmental Policy Act](#)  or the City's Transportation Impact Fee policies and programs.~~

**Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation**

**Statement regarding any development code amendment that might be appropriate to implement**

The City Council will review an update to OMC 15.20, Transportation Concurrency, likely before reviewing this proposed text amendment.

## **Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation**

### **Statement regarding what issue is addressed**

The Transportation element of the Comprehensive Plan's vision for the future is "complete streets that move people, not just cars." This vision is detailed further throughout the element. However, the City's transportation concurrency program has been based on a level of service for motor vehicles only. In practice, this means we have primarily added capacity for motor vehicle trips with new development.

The Comprehensive Plan calls for the creation of a multimodal concurrency program in PT 11.1: *Pursue a person-trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.*

Through the creation of a Transportation Master Plan, as well as a revision to OMC 15.20, Transportation Concurrency, we expect to have fulfilled this policy. The new concurrency program is based on person trips, and it will allow the City to add capacity to our streets by building infrastructure for people walking, biking, and riding transit.

This proposed text amendment to the Transportation element of the Comprehensive Plan updates the policy language to reflect this change.

## **Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation**

### **Statement regarding any other City plans affected by or needing amending to implement the proposed amendment**

This proposed amendment is to ensure consistency between the Comprehensive Plan, the forthcoming Transportation Master Plan, which will be considered for acceptance by the City Council in early 2021, and the transportation concurrency program. The concurrency program, as described in OMC 15.20, is expected to be updated before the City Council reviews this proposed text amendment.



# 2021 Preliminary Comprehensive Plan Amendments

**File #: 20-4949**

Project Name: Remove Log Cabin Road Extension within LBA Park from Comprehensive Plan

Project Description: Protect LBA Park from degraded value for its park purpose and address climate change

Site Address: 3333 Morse-Merryman Rd SE, Olympia, WA 98501

Parcel #: 11830310100

Applicant: Larry Dzieza

Contact Information: 360.556.6070, 3515 Victoria Ct SE Olympia WA 98501

[larryofnottingham@gmail.com](mailto:larryofnottingham@gmail.com)

Authorized Representative: Karen Messmer

Contact Information: 360.357.8364, 1907 Lakehurst Dr SE Olympia WA 98501

[karen@karenmessmer.com](mailto:karen@karenmessmer.com)

**Application Detail Responses:**

Type of Proposed Amendment: Comprehensive Plan Map and Text Amendment

Comprehensive Plan Current Designation: N/A

Comprehensive Plan Proposed Designation: Remove Log Cabin Road Extension and other streets from Transportation Southeast map inside the boundaries of LBA Park property

Associated Map Amendment: Transportation 2030 Southeast October 31, 2017 Ordinance # 7104 Remove Log Cabin Road Extension and other future roads in LBA park to preserve value of park purposes and address climate change

Proposal Description including size of property involved – 20-4949

This proposal would remove the road alignment on the Comprehensive Plan Transportation Map shown as Log Cabin Road within the boundaries of the LBA Woods Park.

The Park is approximately 59 acres and the road area is approximately 2.8 acres.

The proposal also removes Hoffman Road extending from Morse Merryman to the Log Cabin segment and other local streets without names within the LBA Woods Park.. Since the park was purchased and the residential development will not occur, these road segments should also be removed from the map. These streets were likely intended to be removed when the zoning of this area was changed in 2017.

# **Preliminary Comprehensive Plan Amendment Supplemental Information**

**November 20, 2020**

## **Reasons for No Roads in LBA Park**

Topics – (underlined as titles in text below)

It is timely to remove the road from the plan.

The value of parks increases as our population grows denser.

The park, trails and wildlife habitat will be degraded.

Planning the road ignores climate emission reduction needs.

The park is valuable for climate sequestration and for wildlife habitat.

Land use has changed since this road was planned.

An alternate route is available.

Funding for this road is not forthcoming and removal avoids costs.

There is a lack of capacity west of Boulevard Road.

The road would go through the Wellhead Protection Area for Olympia water supply, Hoffman Well.

### **It Is Timely To Remove The Road From The Comprehensive Plan.**

The landscape in this geographic area of Olympia has changed—literally and figuratively. When the Log Cabin Extension first appeared on regional transportation plans in the 1990s, the LBA Woods was slated to be cleared for 800-1000 homes. The developers of the Bentrige and Trillium parcels were expected to directly bear the cost of this roadway extension for most of its distance. And these developers were expected to pay approximately \$3 million in transportation impact fees to assist the City with its share of the project costs. These homes will not be built, these fees will not be paid, and this traffic will not be generated.

Now, instead of moving automobile traffic through a heavily developed landscape, the proposed transportation corridor would move traffic through the heart of 133 acres of mature upland forest that is now public park land. The 800 to 1,000 housing units are expected to be built elsewhere in the City, generating traffic issues in those other areas.

It is important to remove this project sooner, rather than later. The longer the project is in the plans, the more investments will be made assuming it will be built and more difficult to stop. As long as it is a possibility, the city may be less motivated to invest in needed improvements along Morse-Merryman Road.

We know that building more roads induces (encourages) more driving. As Thurston Regional Planning Council Director, Marc Daily, said during a Sept. 15, 2020 meeting of the Thurston County Transportation Policy Board, “We cannot build our way out of congestion.... Adding capacity temporarily helps things but in the long term, it induces demand therefore it gets more people out on the roadway.” Traffic planners need to start planning for a world with no road through LBA Park

## **The Value Of Parks Increases As Our Population Becomes Denser.**

When the site was to be used for an 800-1000-unit development, the road was perhaps necessary and valuable. A “plus sign” in terms of value. But now, because the development has been scrapped, and people taxed themselves to buy the site as a park, the road is a huge “minus sign” subtracting from the value of the Park.

What Moves You is the title of the 2045 Thurston Regional Transportation Plan. To answer this literal question figuratively, what really “moves” our community through the LBA Woods are trails—not roads. Trails move us beneath the closed tree canopy, around wetlands, and among wildflowers. They connect us to nature, not to traffic circles. They provide peace and tranquility. Trails are for wandering and exploring, not for spoiling with a car. They are safe for wildlife and do not cause road kill. Trails provide mental and physical health benefits and contribute to the well-being of our community.

The road will replace peace and quiet with pollution and traffic noise. Sadly, there is no metric to gauge the contribution a forest makes to our community’s health and well-being.

## **The Park, Trails and Wildlife Habitat Will Be Degraded.**

The existing trail network through LBA Woods will be erased: The mile-long extension road bisects the forested parkland already bisected by the Morse-Merryman Reservoir Access Road. The proposed road will sever existing trails at 10 separate points. Most of these impacted trails traverse relatively flat terrain and are especially suitable for people with limited mobility. LBA Woods is the only Olympia City park with such an abundance and diversity of trails for all fitness levels.

It will destroy the contiguity and connectivity of wildlife habitat. The road harms a valuable eco-system and causes wildlife road kills, noise, exhaust and light pollution.

## **Planning The Road Ignores Climate Emission Reduction Needs.**

This road is moving us in the wrong direction. The goals of the new Thurston Climate Mitigation Plan clearly state that in order to meet the ambitious goals to reduce greenhouse-gas (GHG) emissions, our community must move aggressively in the direction of preserving urban forests, reducing reliance on GHG-emitting vehicles and shifting more trips to zero-emission modes of transportation such as biking and walking.

For many years the City and the Region have expressed an intention to reduce motor vehicle use. This was originally a goal because the expense of new roads was not sustainable. Now, an even more compelling reason is the need to reduce GHG emissions to stop climate change.

Rather than build this road, the funds for this the project (\$8.6 million) should be used for transportation projects that support the city’s multi-modal transportation goals.

[The city is in the midst of a process to change its level of service standards – the very standard used to justify construction of this road – to a multi-modal level of service methodology.]

The Comprehensive Plan does not yet reflect the (currently draft) Climate Mitigation Plan. It does, however include the commitment to reduce GHG emissions. *Simply put, if we plan to build for even more traffic, we are planning to fail at the reduction of GHG emissions.*

In the Comprehensive Plan Natural Environment Chapter:

GN8 Community sources of emissions of carbon dioxide and other climate-changing greenhouse gases are identified, monitored and reduced.

PN8.1 Participate with local and state partners in the development of a regional climate action plan aimed at reducing greenhouse gases by 45 percent below 2015 levels by 2030 and by 85 percent below 2015 levels by 2050.

### **The Park Is Valuable For Climate Sequestration And Wildlife Habitat.**

We need healthy urban forests. This road will destroy a mile-long swath of closed-canopy forest and degrade the integrity of a mature upland forest ecosystem in the LBA Woods. Forests function best in large contiguous blocks, not in isolated fragments created by roadways and clear-cuts and other major disturbances.

Recent scientific studies by the National Audubon Society show that refuges for migratory birds, such as the LBA Woods and other urban forests, are critical for maintaining global biodiversity. This major collector will bisect existing contiguous habitat and result in the loss of a closed-canopy forest and degrade a healthy urban forest that is an increasingly important refuge for wildlife in our region.

The City would demonstrate that it is not serious about addressing the impacts of climate change if they continue to plan for this road. Planners and policy makers must consider the environmental impact of clear-cutting and paving a swath of native forest, of rising levels of CO<sub>2</sub> from automobile emissions, of the ecosystem services lost, and of the opportunities for carbon sequestration squandered. Every tree sequesters 50 – 100 pounds of carbon every year.

The Natural Environment Chapter of the Comprehensive Plan includes the following goals and policies:

GN1 Natural resources and processes are conserved and protected by Olympia's planning, regulatory, and management activities.

PN1.4 Conserve and restore natural systems, such as wetlands and stands of mature trees, to contribute to solving environmental issues.

GN3 A healthy and diverse urban forest is protected, expanded, and valued for its contribution to the environment and community.

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

### **Land Use Has Changed Since This Road Was Planned.**

Several land use designations and zoning changes have happened since this road was originally put on the map.

First and foremost, the property that became LBA Woods Park will no longer have 800-1000 homes constructed. This was a major traffic generator source for the road.

Second, the area surrounding Chambers Basin was downzoned following a study in 2006 showing that the flood potential could not sustain urban levels of density. This lower density zoning protects ground water and prevents flooding. This also reduced the potential for increased traffic in this area.

Third, the City has adopted new wellhead protection zones for drinking water quality that include a portion of the path of the proposed roadway.

Pragmatically, the overwhelming sources within Olympia of potential traffic to use this road have been halted. Any traffic modeling would show that the primary sources of traffic that might use this road are from outside Olympia. The city should prioritize transportation expenditures that primarily benefit local residents and taxpayers.

### **An Alternate Route Is Available**

The City and the Region are aiming to reduce travel to reduce GHG emissions. This will allow the Morse Merryman Road and other routes to handle future traffic as they are currently doing.

Morse Merryman road serves one elementary school, and is a major conduit to Washington Middle School. Improvements to Morse Merryman for walking and cycling safety should happen with or without this road. Previous cost estimates for Morse Merryman improvements have been excessive because they assumed large increases in traffic, which is an outcome that the community is not seeking for many reasons including climate mitigation. The cost of needed sidewalk and bicycle lane improvements along Morse-Merryman are much more modest than the \$8.6 million estimated cost of this new road project.

### **Funding For This Road Is Not Forthcoming And Removal Avoids Costs**

The housing developments planned for this area will not happen and therefore impact fees will not be collected. The budget for this road included expenditure of impact fees to

help pay for the road. The growth will happen somewhere else in the City and those fees should be used to pay for the related impacts for that growth.

The Log Cabin Extension Road is a bad investment. The longer the road remains in the plans, the more money will go into projects inside Olympia and in adjacent parts of Lacey to connect to this proposed transportation corridor. In 15 to 20 years, the weight of these “investments” and the foregone opportunities for alternative roads will make it more difficult to reprioritize the proper corridor improvements. It is time to stop funding this \$8.55 million road and to plan to use our limited transportation dollars more productively elsewhere.

### **There Is A Lack Of Capacity West Of Boulevard Road**

The current comprehensive plan description for this road includes a statement:

The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road.

While technically a short segment of Log Cabin Road west of the Boulevard roundabout to the intersection/transition to Cain Road has the ‘capacity’ for increased traffic, the remainder of the street system north and west of that intersection does not. Installing the Log Cabin Road segment will direct traffic west where there are numerous congestion and safety problems. The budget and planning for Log Cabin Road Extension does not show the costs of improvements that would be needed west of Boulevard Road to make the street safe for increased traffic.

The following segments of roadway west of the Boulevard Roundabout are predicted to receive increased traffic from the Log Cabin Road Extension but have serious congestion and safety issues that would result from this traffic.

- Cain Road north to 22<sup>nd</sup> Avenue – sidewalk on only one side, not bike lanes.
- Cain and North Street T-intersection – mini roundabout planned, limited right of way
- North Street west of Cain to Henderson – sidewalk on only one side
- North Street and Henderson intersection – currently congested at peak times.
- North Street west of Henderson – passes high school, ends in Tumwater at highly congested area near Cleveland Avenue / Tumwater Safeway. Geographic constraints in this area will make it very difficult to manage even more traffic than is already moving through.
- North Street currently experiences morning and evening congestion, particularly when Olympia High School is in session. Olympia High School traffic is not destined for the receiving area of this road and will not benefit from it – the receiving area is in Lacey, which is in the North Thurston School District.

- Henderson Boulevard north of North Street – passes an elementary school. City staff have struggled to reduce speeds in this area and have had limited success with existing traffic volumes. Increased traffic volumes will mean increased driver frustration, which can lead to more aggressive driving. This is precisely the wrong result.

**The Road Would Go Through The Wellhead Protection Area For Olympia Water Supply, Hoffman Well.**

The Natural Environment Chapter of the Comprehensive Plan includes the following goals and policies:

Goal 5 Ground and surface waters are protected from land uses and activities that harm water quality and quantity.

PN5.1 Reduce the rate of expansion of impervious surface in the community.

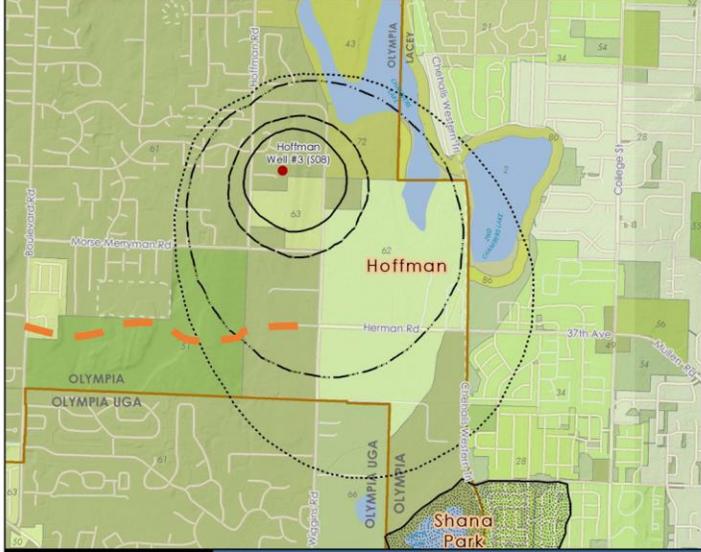
PN5.6 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific information available and the level of risk. Require restoration of any such areas that have been degraded.

Further, the Draft Goals and Objectives for the 2020-2026 Water System Plan indicate the City intends to strengthen protection of groundwater. A road could threaten the groundwater through ongoing runoff from road use as well as a potential accidental spill.

See Hoffman Wellhead protection area map below, with a general indication of the proposed road location added in red.



<p><b>Goal 5. Groundwater quality is protected to ensure clean drinking water for present and future generations and to avoid the need for expensive replacement or treatment facilities. (Chapter 7)</b></p>
<p>Objective 5A. Prevent contamination of groundwater through surveillance and response.</p>
<p>Objective 5B. Strengthen and exercise partnerships with citizens and state/local agencies.</p>
<p>Objective 5C. Improve program policies, procedures and tools to enhance the effectiveness of groundwater protection efforts.</p>



**Vicinity Map** **Hoffman**

Wellhead Protection Area	Well Types
Groundwater Time-of-Travel Zones	Source Well
— 6 Months	● Source Well
- - - 1 Year	
..... 5 Years	
- · - · 10 Years	

Zoning	Code	Description
2	AQUATIC	
21	HIGH DENSITY RESIDENTIAL	
28	LOW DENSITY RESIDENTIAL 0-4	
28	LOW DENSITY RESIDENTIAL 3-6	
34	MODERATE DENSITY RESIDENTIAL	
43	MIXED RESIDENTIAL 10-18 UNITS	
49	NEIGHBORHOOD COMMERCIAL	
50	NEIGHBORHOOD RETAIL	
51	NEIGHBORHOOD VILLAGE	
52	OFFICE COMMERCIAL	
54	OPEN SPACE INSTITUTIONAL	
55	OPEN SPACE PARK	
56	OPEN SPACE SCHOOL	
61	RESIDENTIAL 4-8	
62	SINGLE-FAMILY RESIDENTIAL (CHAMBERS BASIN)	
63	RESIDENTIAL 6-12	
66	RESIDENTIAL 1 UNIT PER 5 ACRE	
72	RESIDENTIAL MULTIFAMILY 18	
80	SHORELINE RESIDENTIAL	
86	URBAN CONSERVANCY	

Figure 7.5 I

## **Text amendments for removal of Log Cabin Road from Comprehensive Plan**

### **Transportation Chapter Appendix A: Transportation Planning History**

#### **Southeast Transportation Issues**

The street network in the southeast provides north-south routes, but few east-west routes. Mobility is poor for autos, buses, bicycling and walking. This creates overloading on the Yelm Highway and 18th Avenue corridors.

However, in 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalks and crossing islands was completed. And, beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects should increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking. ~~In order to relieve the further pressure on these existing streets, additional connectivity is planned through the extension of Log Cabin Road.~~

#### **Log Cabin Road Extension: Boulevard Road to Wiggins Road**

~~An extension of Log Cabin Road between Boulevard Road to Wiggins Road is planned to improve east-west movement in the southeast Olympia area. The City will build part of this two- to three-lane street; private development along the corridor will build the rest. This connection will create a new east-west corridor that will parallel Yelm Highway. Consistent with standards, this new major collector will include bike lanes, sidewalks, planter strips, trees, lighting, and a curved design to slow vehicle speeds.~~

~~The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road. The connection will also better distribute traffic in the area, and reduce the projected growth in traffic on Wiggins Road, Boulevard Road, Morse Merryman Road, and Yelm Highway. (Ordinance #5861, 12/15/98 and Ordinance #5661, 12/26/96)~~

#### **Fones Road-18th Avenue Area Connectivity Evaluation**

Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east-west major collector within the southeast area. In the past, other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. For example, in 1996, the City analyzed the proposed extension of 22nd Avenue to Wiggins Road and a neighborhood collector connection from Dayton Street to Fones Road near Pacific Avenue. However, both alternatives were limited by the presence of wetlands.

The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost-effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.

At one time, there was a proposal to connect Dayton Street to the commercial and industrial land that lies along Fones Road. However, a Class II wetland (the headwaters of Woodard Creek) lies between the two areas. Several different alignments were evaluated, and the least costly would have been the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment also could have been used east of Fones Road to eventually connect with Sleater-Kinney Road in Lacey.

However, any east-west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak-hour traffic volumes. Though designated a neighborhood collector, this connection would have been characteristic of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic.

Access to this neighborhood still can be provided in a way that avoids affecting any wetlands: a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.

The elimination of these two potential transportation links will place more demand upon the existing network of collectors within this sub-area. However, improvements made to 18th Avenue, Fones Road, and Yelm Highway, and Log Cabin Road should be able to handle this demand.

#### Boulevard Road Corridor

The 2006 Boulevard Road Corridor Study defined the multimodal and capacity improvements that were needed for this corridor. Boulevard Road is a major north-south route and a major regional corridor to the city center. It is also considered a residential street to the many people who live along it.

Full street standards, including sidewalks, lighting and trees, are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center-turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left-turn pockets.

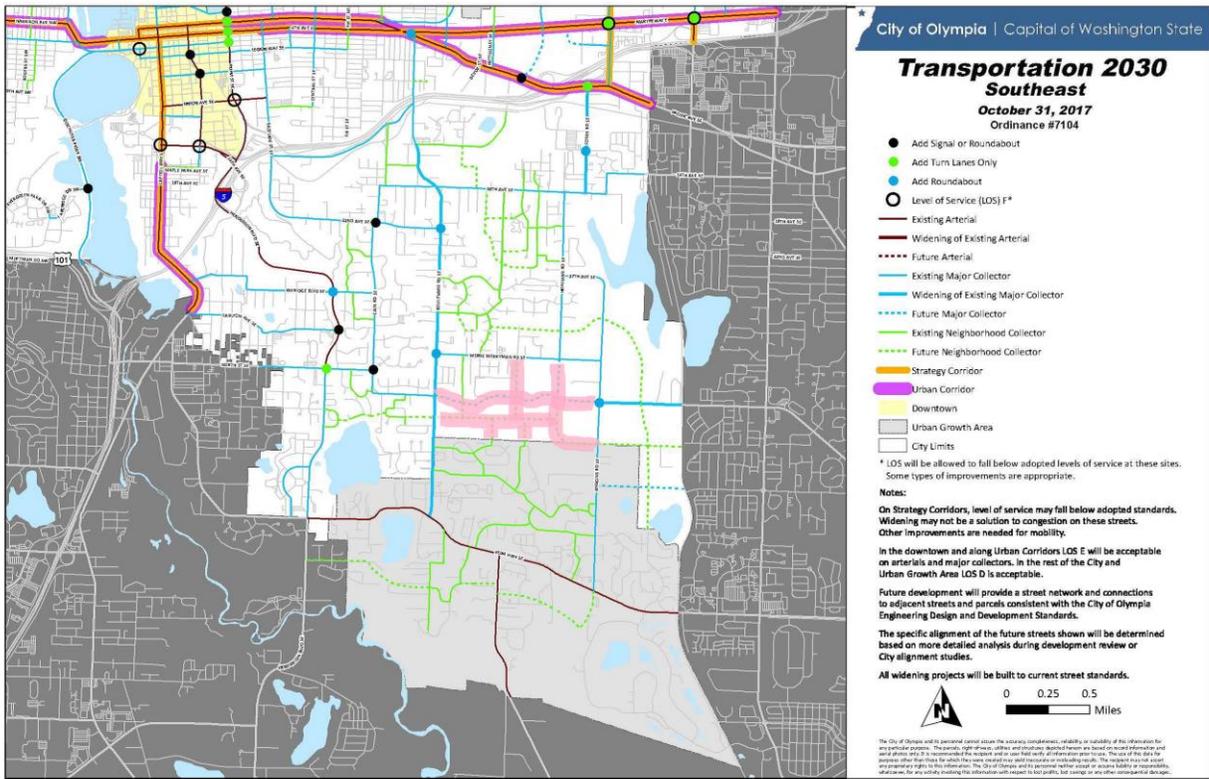
Roundabouts are planned for three major intersections along the corridor. A double-lane roundabout was built at Log Cabin Road in 2009, ~~(which eventually will connect to the planned Log Cabin extension to the east).~~ A single-lane roundabout at 22nd Avenue is planned for 2014, and a roundabout at Morse-Merryman Road is planned for construction sometime between 2014 and 2017.

The City plans to evaluate the long-term need for a roundabout at 18th Avenue, as well as possible intersection improvements at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive. As safety and mobility concerns warrant, parking on Boulevard Road (north of where it crosses I-5) may be removed to allow for a center-turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

#### Street Connections

- ~~• Hoffman Road connection to Log Cabin Road extension~~
- Yauger Way Extension to Top Foods
- Kaiser Road connection to Black Lake Boulevard
- 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road
- 12th Avenue connection to Ensign Road
- Ensign Road connection to Pacific Avenue
- ~~• Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median~~
- ~~• Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median~~

Comprehensive Plan Transportation Map with Log Cabin Road and other streets within LBA Park are highlighted. Amendment will remove these streets/roads.



Comp Plan Statement Development Code Changes 20-4949

This removal of the Log Cabin Road extension from the transportation plans should not impact development code details.

Comp Plan changes affecting other City plans – 20-4949

This removal of the Log Cabin Road extension from the transportation plans would impact some planning for LBA Parks. There is no Master Plan for LBA Park yet.

There may be other transportation plans that would need to be changed however this road is currently not in the TIP or CFP so there may be few other changes that are needed. Once the Comprehensive Plan is amended the other plans can be adjusted.



# Preliminary Comprehensive Plan Amendment

**OFFICIAL USE ONLY**

Case #: \_\_\_\_\_ Master File #: \_\_\_\_\_ Date: \_\_\_\_\_  
 Received By: \_\_\_\_\_ Related Cases: \_\_\_\_\_ Project Planner: \_\_\_\_\_

**Please print or type and FILL OUT COMPLETELY (Electronic Submittal Required)**  
 (Attach separate sheets if necessary)

This preliminary application may be submitted at any time. Each year the City Council establishes a schedule for review of Comprehensive Plan amendments proposed by the public and City staff. Once established, this schedule is posted on the City website. If you would like the City of Olympia to consider a specific amendment of its Comprehensive Plan, please complete this form and submit it as described below and with any other attachments or maps. You will be notified when the next review schedule has been established.

Note that there is no charge for submitting a preliminary application. If the Council decides the City should consider your proposal, then payment of a \$240 fee will be required. Additional fees will be charged if a development (zoning) code or map amendment is associated with the proposed Plan amendment. (All fees are subject to change without notice.)

Applications shall be submitted via email to Joyce Phillips at [jphillip@ci.olympia.wa.us](mailto:jphillip@ci.olympia.wa.us).

Project Name: 2021 Council Request Comprehensive Plan Amendment  
 Project Address: Citywide  
 Assessor's Parcel Number(s): Citywide  
 Legal Description(s): Citywide

**NAME OF APPLICANT:** Olympia City Council  
 Mailing Address: PO Box 1967, Olympia, WA 98507-1967  
 Area Code and Phone #: 360.753.8447  
 E-mail Address: citycouncil@ci.olympia.wa.us

**NAME OF OWNER(S)** Citywide  
 Mailing Address: \_\_\_\_\_  
 Area Code and Phone #: \_\_\_\_\_  
 Email Address: \_\_\_\_\_

**NAME OF AUTHORIZED REPRESENTATIVE** (if different from above) \_\_\_\_\_  
 Mailing Address: \_\_\_\_\_  
 Area Code and Phone #: \_\_\_\_\_  
 E-mail Address: \_\_\_\_\_

**A. Type of proposed amendment**

- Comprehensive Plan Text Amendment
- Comprehensive Plan Map Amendment
- Development Code (Zoning) Text Amendment
- Zoning Map Amendment (Rezone)

**B. Project Description, including size of property involved:**

These proposed amendments include four issues: 1) Replacing the word “citizen” with “resident” or “community member” throughout the plan; 2) ensuring language throughout the plan is gender neutral by using they or them pronouns; 3) remove or more better define language about neighborhood character; and 4) add equity language to the values and vision section of the plan.

Zoning: <u>All zones are included</u>	
Shoreline Designation (if applicable): <u>All shoreline environments are included</u>	
Special Areas on or near Site (show areas on site plan): <u>All lands are included</u>	
<input type="checkbox"/> Creek or Stream (name): _____	
<input type="checkbox"/> Lake or Pond (name): _____	
<input type="checkbox"/> Swamp/Bog/Wetland	<input type="checkbox"/> Historic Site or Structure
<input type="checkbox"/> Steep Slopes/Draw/Gully/Ravine	<input type="checkbox"/> Flood Hazard Area (show on site plan)
<input type="checkbox"/> Scenic Vistas	<input type="checkbox"/> None
Water Supply (name of utility if applicable): <u>N/A</u>	
Existing: <u>N/A</u>	
Proposed: <u>N/A</u>	
Sewage Disposal (name of utility if applicable): <u>N/A</u>	
Existing: <u>N/A</u>	
Proposed: <u>N/A</u>	
Access (name of street(s) from which access will be gained): <u>N/A</u>	

**C. What issue is addressed or problem solved by the proposed amendment?** The proposed amendments will expand comprehensive plan language to apply more broadly to all who live, work, or recreate in the City of Olympia regardless of citizenship status or gender. The plan will document that Olympia values equity as a core value. Additional amendments will remove reference to neighborhood character or identify that is not a stagnant quality. Which measures the city uses in its consideration of neighborhood character may be addressed.

**D. Proposed map amendment (if any)**

If any associated map amendments are proposed, please list which map and describe the purpose.

N/A

**E. Please describe the specific proposed map designation change(s) and related information.**

N/A

Map(s) proposed to be amended	Acres or square feet	Current Designation(s)	Proposed Designation(s)
Comprehensive Plan Map(s):	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
Zoning or other Development Code Map(s):	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

**F. Submit the following** with the specific site highlighted on the following maps or excerpts and a list of tax parcel numbers for all of the properties directly affected by the proposed map amendment(s):

- a. Comprehensive Plan Future Land Use Map: N/A – Text Amendments Only
- b. Zoning Map: N/A – Text Amendments Only
- c. Other relevant maps: N/A – Text Amendments Only

**G. Other information (please feel free to attach any additional information)**

- a. If a text amendment is proposed, please describe the proposed Comprehensive Plan amendment and provide any specific proposed wording. Please be as specific as possible regarding any text to be deleted, added, etc. See Attachment A



# ATTACHMENT A

Include all persons within the Olympia community. Remove the word “citizen” and replace with “resident” or “community member” as appropriate. I.e. business owners are community members, but may not be residents.

Include and respect personal pronouns. Remove any gender implied pronouns, such as “he/him/his” to refer to a man/boy or “she/her/hers” to refer to a woman/girl, and replace with gender neutral pronouns “they/them/theirs”.

Include more descriptive language. Remove “neighborhood character/character of the neighborhood/established neighborhoods” and replace with “accessible, sustainable, and culturally inclusive neighborhoods”. Define these terms within the glossary.

Potential definitions:

*Accessible*: ADA compliancy, multi-mobility, affordability

*Sustainable*: healthy environment, diverse and resilient local economy

*Culturally inclusive*: diverse housing types, strong arts and heritage presence

Remove “walkable” and replace with “multi-mobile”. Define multi-mobile in the glossary.

Explore how we define wages. “Livable wage” and “family wage” are both present in the Comprehensive Plan. Let’s determine which one we would like to remain in the plan or if there is a different term that achieves the purpose and define it within the glossary.

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Add something similar to the following equity statement to the Community Values and Visions section:

Olympians value and respect the intersectional identities and lived experiences of our community members, including but not limited to Black, Indigenous, and people of color (BIPOC), people with disabilities, older adults, youth and younger adults, LGBTQ+, immigrants, and refugees. We believe that embracing equity enhances the livability and vibrancy of our beautiful city for all residents.

We envision a future where Olympia has a diverse and inclusive community, a robust and resilient local economy, with a strong multicultural arts and heritage presence for all to enjoy.

We acknowledge that Olympia resides within the treaty lands of the people of Steh-Chass of the Squaxin Island Tribe, who have stewarded this land since time immemorial. The city of Olympia will continue to strengthen our government-to-government relationship with the Squaxin Island Tribe to support our shared environmental, economic, and community goals.

We acknowledge Olympia’s history of racially restrictive covenants, redlining, and displacement of BIPOC. We acknowledge that our once abundant population of Chinese Olympians, who built much of Olympia’s original infrastructure, were actively excluded through anti-Chinese sentiment and restrictive immigration laws, resulting in loss of Olympia’s once thriving Chinatown and a dwindling Chinese population. These institutional and systemic barriers are still prevalent and have resulted in a lack of equitable access to resources and opportunities. We are dedicated to rebuilding trust through reconciliation and making ongoing efforts to remove these barriers.

We understand that in order to build a truly livable and vibrant city, we must provide equitable access to the necessities of life, including housing, mobility, food, services, education, and meaningful work. We must consider the diverse needs of our residents in planning the longterm growth and development of Olympia. Giving everyone an opportunity to participate in the civic, economic, and cultural life of the city translates to greater quality of life and better bottom line benefits, resulting in a thriving and sustainable local economy. As evident through the [Housing Needs Assessment](#), our

community is becoming more diverse. This includes changes in racial demographics, an increase in the number of aging adults, and changes in the average household size and income. We will include both quantitative and qualitative data from our community to drive decision making.

We recognize that equity is essential to all areas of the Comprehensive Plan and are committed to working with the Social Justice and Equity Commission to implement an equity framework during the next Comprehensive Plan update in (date). All future amendments should be reviewed for consistency with the equity framework.