

To: The Olympia City Council
From: The Olympia Heritage Commission's Heritage Review Committee
Date: May 31, 2017
RE: **Proposed Comprehensive Plan Amendment on Reclassification of Maple Park Ave SE**

In its role as the reviewing body of the Olympia Heritage Commission, the Heritage Review Committee has considered the proposed comprehensive plan amendment using the standards for review required under OMC 18.12.090, the U.S. Secretary of the Interior's Standards for Rehabilitation (see reverse).

In summary, while we acknowledge that a change in street classification could ultimately result in alterations under the Engineering Design and Development Standards (EDDS) which may impact the character of this historic district, we conclude that the proposed change in street classification would not in itself alter the historic environment.

Because of the challenges of shared management of this particular street by the City of Olympia and Washington State, we wish to share the following observations:

- As a park, Maple Park itself is a "contributing" property in the nationally-designated South Capitol Neighborhood Historic District. The right-of-way (roadbed) is not called out as a contributing property in the official designation.
- We understand that Maple Park is managed by the State as part of the Capitol Campus while the right-of-way (roadbed) falls under the City's purview.
- For all other properties located within the boundaries of this historic district, Olympia's Heritage Review Committee or Historic Preservation Officer review proposals for alterations. In order to preserve the special character of the South Capitol neighborhood, we hope that as the stewards of this designated "contributing" park, the State is encouraged to follow the U.S. Secretary of the Interior's Standards as used elsewhere in the district (as defined in OMC 18.12.090).
- For any future planned alterations to the rights-of-way in the South Capitol Neighborhood Historic District, including Maple Park Avenue Southeast, may require heritage review under OMC 18.12.090. Should formal heritage review not be required, we urge the Public Works transportation team to consult with the Heritage Commission for guidance. In either case, we recommend discussing proposals early in the planning process to ensure that proposals continue to preserve and enhance the special historical character of the neighborhood.

We appreciate being consulted on this proposal and thank you for your consideration of our comments.

Respectfully,



Holly Davies
Chair, Heritage Review Committee
Olympia Heritage Commission

U.S. Secretary of the Interior's Standards for Rehabilitation

1. A property will be used as it was historically or be given a new use that requires minimal change to its distinctive materials, features, spaces, and spatial relationships.
2. The historic character of a property will be retained and preserved. The removal of distinctive materials or alteration of features, spaces, and spatial relationships that characterize a property will be avoided.
3. Each property will be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or elements from other historic properties, will not be undertaken.
4. Changes to a property that have acquired historic significance in their own right will be retained and preserved.
5. Distinctive materials, features, finishes, and construction techniques or examples of craftsmanship that characterize a property will be preserved.
6. Deteriorated historic features will be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature will match the old in design, color, texture, and, where possible, materials. Replacement of missing features will be substantiated by documentary and physical evidence.
7. Chemical or physical treatments, if appropriate, will be undertaken using the gentlest means possible. Treatments that cause damage to historic materials will not be used.
8. Archeological resources will be protected and preserved in place. If such resources must be disturbed, mitigation measures will be undertaken.
9. New additions, exterior alterations, or related new construction will not destroy historic materials, features, and spatial relationships that characterize the property. The new work will be differentiated from the old and will be compatible with the historic materials, features, size, scale and proportion, and massing to protect the integrity of the property and its environment.
10. New additions and adjacent or related new construction will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Joyce Phillips

From: Randy Wesselman
Sent: Wednesday, June 14, 2017 1:14 PM
To: Joyce Phillips
Cc: Sophie Stimson; Mark Russell
Subject: RE: South Capital Neighborhood Association - Comp Plan Amendment request

Joyce:

Based on our conversation this morning concerning Maple Park Avenue, here is background information for the staff report:

Current Traffic Volumes on Maple Park Avenue

Street	Cross Street	Leg	EB Volume	WB Volume	Total Volume
Maple Park Avenue	Capitol Way	E	770	826	1,596
Maple Park Avenue	Jefferson Street	W	1,381	1,575	2,956

Counts conducted January 2017

Current Classification of Maple Park Avenue

- Major Collector Street.
- Typical traffic volume of a Major Collector can range between 3,000 and 14,000 vehicles per day.
- This street is on the Federal Aid Classification System. If Maple Park Avenue were reclassified as a Neighborhood Collector, the City would need to remove it from the Federal Aid Classification System. The City could not use Federal transportation funds on this street in the future.

Neighborhood Collector Volume

- Typical traffic volume of a Neighborhood Collector can range between 500 and 3,000 vehicles per day. If Maple Park Avenue were reclassified as a Neighborhood Collector, future traffic volumes could exceed this range.

Local Access Street Volume

- Typical traffic volume of a Local Access street can range between 0 and 500 vehicles per day.

Maple Park Avenue – Transit Route

- Maple Park Avenue is a transit route. Intercity Transit will continue to use this street as a transit route even if the street is reclassified as a Neighborhood Collector.

Please contact Sophie or me if you have questions or need additional information.

Thanks,
Randy

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(This message and any reply are subject to public disclosure)

From: Joyce Phillips
Sent: Monday, June 12, 2017 11:25 AM
To: Randy Wesselman
Subject: South Capital Neighborhood Association - Comp Plan Amendment request

Hi, Randy.

I'm preparing for the public hearing for the comp plan amendments requested. I have not received any comments from PW about the So Capital Neighborhood Association's request to amend the Transportation 2030 maps. Do you think you (or someone else in PW) will be preparing any comments?

Thanks!

Joyce

Joyce Phillips, AICP, Senior Planner
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Note: Emails are public records, and are potentially eligible for release.



Community Planning & Development

Olympia

Joyce Phillips

From: DBloom@intercitytransit.com
Sent: Monday, April 17, 2017 8:45 PM
To: Joyce Phillips
Subject: File # 17-1238 - Comp Plan Amendment Proposal: Remove Major Collector designation for Maple Park Ave SE

Joyce Phillips, Senior Planner
Community Planning & Development
City of Olympia

Joyce,

Thank you for the opportunity to comment on the South Capitol Neighborhood Association's proposal to remove the Major Collector designation for Maple Park Ave SE. Intercity Transit staff has reviewed the proposal and have a couple of brief comments to note:

- a) Maple Park Ave SE currently functions as a route segment of Intercity Transit's weekday Express Routes 603, 609 and 612. A portion of our Dash circulator route also utilizes a shorter segment of Maple Park, between Jefferson St and Franklin St, where it u-turns back to Jefferson St and heads back to the west Capitol Campus. I would also note that current Route 609 trips that use this street now will be discontinued at the end of June 2017. However, we anticipate adding trips to Route 612 this July and these trips will likely continue to operate along Maple Park Ave as they do now.
- b) Intercity Transit also maintains 4 bus stops on Maple Park, two in each direction, that serve both the South Capitol Neighborhood and the state agencies that align to the north side of the street along this particular part of the East Capitol Campus. Ridership boardings and alightings are, for the most part, along the westbound lane of Maple Park where there's direct access to and from state office buildings.

While we don't anticipate concerns for transit service created by the proposed re-designation we thought it might be helpful for those considering the change to know that Intercity Transit currently operates along this short street corridor and anticipates continuing to do so in the future.

If you or other interested parties have any questions or comments about transit service along Maple Park Ave, please contact me directly at your earliest convenience.

Dennis

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