

## OPC URBAN NEIGHBORHOODS PROPOSALS

Comparison between Original Urban Neighborhoods Proposal and the “Addendum”

|   | <b>Original Proposal - In OPC Recommended Comp Plan (Recommended March 18, 2013)</b>   | <b>“Addendum” (Recommended May 6, 2013)</b>  |
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| <b>MAP(s)</b>                                     | <p><b>In online Comp Plan draft:</b></p> <ul style="list-style-type: none"> <li>➤ Urban Neighborhoods (May 2013 Draft)</li> <li>➤ Future Land Use Map (May 2013 Draft)</li> </ul>  | <p><b>Attached to Chair’s Cover Letter online:</b></p> <ul style="list-style-type: none"> <li>➤ Urban Neighborhoods/Future Land Use Map (combined)<br/>– <i>Map is dated March 11, 2013, but it was not adopted until May 6, 2013</i></li> </ul> |
| <b>“Urban Neighborhoods” Goals &amp; Policies</b> | <p><i>New Goal and Policies proposed by OPC In Land Use chapter:</i></p> <p><b>Goal 14:</b> Olympia’s neighborhoods provide housing choices that fit the diversity of local income levels and life styles. They are shaped by public planning processes that continuously involve citizens, neighborhoods, and city officials.</p> <p><b>PL14.1</b> Establish eight gateways that are entry/exit pathways along major streets to downtown Olympia and our Capitol. These streets will act as tree-lined civic boulevards that present a unified streetscape that enhances the grandeur of our Capital City.</p> <p><b>PL14.2</b> High-density Neighborhoods concentrate housing into a number of designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and West Capital Mall. Commercial uses directly serve high-density neighborhoods and allow people to meet their daily needs without traveling outside their neighborhood. High-density neighborhoods are primarily walk-dependent. At least one-quarter of the forecasted growth shall be in downtown Olympia.</p> | <p><i>Same</i></p>   |

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|  | <p><b>PL14.3</b> Protect and preserve the existing established Low-density Neighborhoods. Disallow medium or high density development in existing Low-density Neighborhood areas except for Neighborhood Centers.</p> <p><b>PL14.4</b> Allow medium-density Neighborhood Centers in low-density neighborhoods to include both civic and commercial uses that serve the neighborhood. Neighborhood centers emerge from a neighborhood public process</p>   |   |
| <p><b>Urban Corridors Goal 13-PL13.6 (f.k.a. Goal 11-PL11.6)</b></p> | <p><i>As proposed by staff in Land Use chapter:</i></p> <p><b>GL 13</b> Attractive urban corridors of mixed uses are established near specified major streets.</p> <p><b>PL 13.1</b> Establish urban corridors as shown on the <u>Future Land Use Map</u> with sufficient area (about one-half mile wide) and potential employment and residential density (over 15 housing units per acre) to support frequent transit service, encourage pedestrian traffic between businesses, provide a large customer base and minimize auto use for local trips. Where existing single-family housing abuts the main road, seek to increase the density to at least 7 units per acre</p> <p><b>PL 13.2</b> Coordinate urban corridor planning and development regionally to ensure a continuous, consistent and balanced approach to redevelopment, and improvement of these areas and associated public facilities and services.</p> <p><b>PL 13.3</b> Transform urban corridors into areas with excellent transit service; multi-story buildings fronting major streets with street trees, benches and landscaping; parking lots behind buildings; and a compatible mix of residential uses</p> | <p><i>Same</i></p>                          |

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|                      | <p>close to commercial uses</p> <p><b>PL 13.4</b> Establish minimum housing densities in urban corridors that provide sufficient density for frequent transit service and to sustain area businesses.</p> <p><b>(f.k.a. 11.5) PL 13.5</b> Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of the urban corridors to the less intensive land uses at the fringe of the corridors; generally the most intensive uses will be within 400 feet of the major streets; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.</p> <p><b>PL 13.6</b> 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</p> |   |
| <p><b>PL13.7</b></p> | <p><i>As proposed by staff in Land Use chapter:</i><br/> <b>(f.k.a. 11.7) PL13.7</b> Designate different categories of corridors generally as follows:</p> <ul style="list-style-type: none"> <li>• Areas nearest downtown should blend travel modes with priority for pedestrian, bicycle and transit systems; these areas should provide for a mix of low-intensity professional offices, small commercial uses and multi-family buildings (not exceeding three stories) forming a continuous and pedestrian-oriented edge along the arterial streets.</li> <li>• The Harrison Avenue corridor nearer Division Street and</li> </ul>   | <p><i>Replace PL 13.7 with:</i><br/> <b>(f.k.a. 11.7) PL 13.7:</b> Each Civic Boulevard will have a distinct special environmental setting that is shaped by the public planning process that continuously involves citizens, neighborhoods, and city officials. Urban Corridors will be primarily accessed by transit and motor vehicles with provisions for pedestrian and bicycle travel. City of Olympia’s consistent theme along all civic boulevards will be “Urban Green Spaces.” The following table includes: the Urban Gateway number, name, and location; and the Civic Boulevard’s adjoining land use. (see Addendum)</p> |

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|  | <p>upper portions of the State Street/Fourth Avenue corridor will provide for a greater range and intensity of commercial uses but with the same three-story height limit; in other respects it will not differ substantially from the corridor sections nearer downtown.</p> <ul style="list-style-type: none"> <li>• The area along Harrison and Fourth Avenues west from the vicinity of Division Street to Kenyon Street -- and the western portions of Martin Way and Pacific Avenues -- form the third corridor category where the primary transportation mode is by car, but pedestrian and bicycle, as well as transit use, is encouraged; redevelopment of this area is expected with more density and new buildings gradually creating a continuous street edge and more pedestrian-friendly streetscape.</li> <li>• The outer portions of the urban corridors in the vicinity of the Capital Mall and easterly of Phoenix Street will primarily be accessed by motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas (see Capital Mall special area below).</li> <li>• The area south of Interstate-5 in the vicinity of Capitol Boulevard is an existing lower density residential area with a neighborhood center. The goal in this area is to enhance that center and reach an average density of at least seven housing units per acre, including accessory dwelling units.</li> </ul> |   |

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| <b>Policy 16.9 (f.k.a. 13.9)</b>                           | <i>As proposed by staff in land use chapter:</i><br><b>(f.k.a. 13.9) PL16.9:</b> In all residential areas, allow small cottages and townhouses, and one accessory housing unit per home—all subject to siting, design and parking requirements that ensure neighborhood character is maintained.   | <i>Replace with:</i><br><b>(f.k.a. 13.9) PL 16.9:</b> In all residential areas, allow small cottages <del>and townhouses</del> , and one accessory housing unit per home—all subject to siting, design and parking requirements that ensure neighborhood character is maintained.   |
| <b>Definition of “Low Density” land use designation</b>    | <i>Same as proposed by staff:</i><br><b>Low-Density Housing.</b> This designation provides for low-density residential development—primarily single-family detached housing—in densities ranging from eight units per acre to one unit per five acres depending on environmental sensitivity of the area. Where environmental constraints are significant, to achieve minimum densities extraordinary clustering may be allowed when combined with environmental protection. Barring environmental constraints, densities of at least four units per acre should be achieved. Supportive land uses and other types of housing, including townhomes and small apartment buildings, may be permitted. Specific zoning and densities are to be based on the unique characteristics of each area with special attention to stormwater drainage and aquatic habitat. Clustered development to provide future urbanization opportunities will be required where urban utilities are not readily available. | <i>Replace definition at left with:</i><br><b>Low-density Neighborhoods:</b> Protect and preserve the existing established Low-density Neighborhoods by grandfathering in current zoning limits while providing flexibility for neighborhood-developed sub-area plans. Residential density range, which is primarily single-family detached housing and low-rise multi-family housing, is from a minimum of four to fourteen dwelling units per acre. This maintains and safeguards the current zoning which reflects specific qualities associated with each neighborhood. Low-density neighborhoods are shaped by the public planning process that continuously involves citizens, the neighborhood, and city officials. Low-density neighborhoods disallow medium or high density development, except for Neighborhood Centers, but allows for ADU. The maximum height in low-density neighborhoods is 35’-0”. |
| <b>Definition of “Medium Density” land use designation</b> | <i>Same as proposed by staff:</i><br><b>Medium-Density Housing.</b> This designation provides for detached single family homes, townhouses and apartments at densities ranging from six to twenty-four units per acre. Specific zoning is to be based on proximity to bus routes and   | <i>Replace definition at left with:</i><br><b>Medium-density Neighborhoods:</b> Medium-density Neighborhoods involve multi-family residential densities between 15 to 30 units per acre as determined by the neighborhood public process. Suggested housing land uses   |

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|   | major streets, land use compatibility, and environmental constraints. Specific zoning will include minimum and maximum densities to ensure efficient use of developable land and to ensure provision of an adequate variety of types of housing to serve the community. Higher densities should be located close to major employment or commercial areas.  | including townhouses, small apartment buildings. Clustering may be permitted.   |
| <b>Definition of “Neighborhood Centers”</b> | <i>Same as proposed by staff:</i><br><b>Neighborhood Centers.</b> This designation provides for neighborhood-oriented convenience businesses and a small park or other public space. Although the locations shown on the <u>Future Land Use Map</u> are approximate, these centers should be along major streets and generally near areas of higher residential densities. The exact location and mix of uses of the centers in these areas will be established at the time of development approval. In general they should be focused on serving nearby residents, be well integrated with adjacent land uses, and have excellent pedestrian and bicyclist access with minimal car parking. | <i>Add definition for new “MDN land use designation”:</i><br><b>Medium-density Neighborhood Centers:</b> Medium-density Neighborhood Centers, that include both civic and commercial uses in the serve of the neighborhood, are allowed in Low-density Neighborhoods. Neighborhood centers emerge from the neighborhood public process where low-density neighborhood centers are proposed. The neighborhood public process will involve all necessary parameters to ensure street improvements, transit access, setbacks, and the level of public need for each center.<br><br>Medium-density Neighborhood Centers provide residential, commercial, and civic spaces. Suggested housing includes townhouses, small apartments, and other multi-family buildings. Low-density commercial neighborhood centers will have a maximum 35'-0” height for both low and medium density neighborhoods. [Note: Tumwater Brewery District, a medium density commercial center, and transit hub could serve as a neighborhood center for southeast Olympia residents.] |
| <b>Definition of “High Density”</b>         | No definition  | <i>Add definition for new “HDN land use designation”:</i><br><b>High-density Neighborhoods:</b> High-density Neighborhoods are Multi-family Residential and Commercial neighborhoods with densities of more than 30 dwelling units per acre. High-density Neighborhoods concentrate   |

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|   |   | <p>housing into a number of designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and West Capital Mall. Commercial uses directly serve the high-density neighborhoods and allow people to meet their daily needs without traveling outside their neighborhood. High-density neighborhoods are primarily walk dependent services. The height in this neighborhood would be based on the "Height and View Protection Goals and Policies.</p>  |
| <p><b>Definition of "Gateways &amp; Civic Boulevards"</b></p> |   | <p><i>Addition of language that further defines how Gateways will be designed with urban green space.</i></p> <p><b>Gateways &amp; Civic Boulevards:</b> Establish eight gateways that are entry/exit pathways along major streets to downtown Olympia and our Capitol. These major streets act as tree-lined civic boulevards that present a unified streetscape that enhances the grandeur of our Capital City.</p> <p>Gateways to the Deschutes River Valley are located at entry/exit points and along the green civic boulevards that enter the state capital city of the State of Washington. They are located at: city boundaries; topographical changes; transitions in land use; and shifts in transportation densities. Three of the eight gateways are located at the city limits. An option, at the three entrances allow for "Welcome to Olympia" signage. Gateways are densely planted with native trees and under stories that form the transition between distinct land uses and the formal green civic boulevards. Each civic boulevard forms a unique urban space of its own.</p> |

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|  |  | <ol style="list-style-type: none"> <li data-bbox="1205 285 1890 431"> <p>1. Priest Point Park Gateway: East Bay Drive at City Limits<br/>Corridor Land Uses: Single-family and Multi-family Residential, and Natural</p> </li> <li data-bbox="1205 480 1890 626"> <p>2. Mt. Rainier Gateway: Martin Way and Pacific Intersection<br/>Corridor Land Uses: Low density Mixed Use in Single-family Residential</p> </li> <li data-bbox="1205 675 1890 781"> <p>3. Interstate Gateway : Henderson and Plum St. Intersection<br/>Corridor Land Uses: Commercial</p> </li> <li data-bbox="1205 829 1890 976"> <p>4. Watershed Park Gateway: Henderson at North Street<br/>Corridor Land Uses: Single-family residential, public school, and natural</p> </li> <li data-bbox="1205 1024 1890 1130"> <p>5. Capitol Gateway: Capital Boulevard at City Limits<br/>Corridor Land Uses: Single-family Residential and low-density commercial</p> </li> <li data-bbox="1205 1179 1890 1325"> <p>6. Deschutes Gateway: Deschutes Park Way at City Limits<br/>Corridor Land Uses: Natural. Passive Recreation and Public Use Areas</p> </li> <li data-bbox="1205 1373 1890 1438"> <p>7. Black Hills Gateway: Harrison and Division Intersection</p> </li> </ol> |

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|                                |  | <p>Corridor Land Uses: Low density Mixed Use compatible with Single-family Residential</p> <p>8. Schneider Creek Gateway: Schneider Hill Rd.&amp; West Bay Drive Intersection<br/>Corridor Land Uses: Multi-family Residential and Commercial</p>   |
| <p><b>Land Use Table 1</b></p> | <p><i>As proposed by staff:</i></p> <p><b>Low-density Housing</b><br/>Use: Single-family Residential<br/>Density: Up to 8 units per acre<br/>Height: 2-3 stories</p> <p><b>Medium-density Housing</b><br/>Use: Multi-Family Residential<br/>Density: 6 to 24 units per acre<br/>Height: Up to 3 stories</p> <p><b>Neighborhood Centers</b><br/>Use: Commercial<br/>Density: Variable<br/>Height: 2 to 3 stories</p> <p>No High Density Neighborhoods Designation</p> | <p><i>Replace with:</i></p> <p><b>Low-density Neighborhoods (LDN)</b><br/>Use: Single-family Residential<br/>Density: 4 to 14 units per acre, while protecting existing LDN zoning density.<br/>Height: 35 foot maximum</p> <p><b>Medium-density Neighborhoods (MDN)</b><br/>Use: Multi-family Residential<br/>Density: 15 to 30 units per acre<br/>Height: 35 foot maximum</p> <p><b>Medium-density Neighborhood Centers (MDNC)</b><br/>Use: Multi-family Residential and limited low-density Commercial<br/>Density: 15 to 30 units per acre<br/>Height: 35 foot maximum</p> <p><b>High-density Neighborhoods (HDN)</b><br/>Use: Multi-family Residential and Commercial<br/>Density: &gt; 30 units per acre minimum<br/>Height: See Note 1</p> <p><b>Note 1:</b> Delete all heights limitations from staff draft on LU</p> |

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|                                |  | Table 1, except as identified above. Specific height limits shall be established by development codes, which are based on the Comprehensive Plan's "OPC - Height and View Protection Goals and Policies."   |
| <b>Transportation Policies</b> | <i>As proposed by staff in Transportation chapter:</i><br><b>GT 14:</b> The Urban Corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road and portions of Capitol Way/Boulevard are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix H for Urban Corridors.)   | <i>Replace with:</i><br>GT 14: The Urban Corridors of Martin Way, Pacific Avenue, <del>east 4th and State Avenues, portions of Harrison Avenue,</del> Black Lake Boulevard and Cooper Point Road <del>and portions of Capitol Way/Boulevard</del> are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit. (See Appendix H for Urban Corridors.) |
|                                | <i>As proposed by staff:</i><br><b>PT14.1</b> Retrofit City streets in Urban Corridors to City Street Standards attract new development and increase densities.<br><br><b>PT14.2</b> Request the State of Washington include Urban Corridors in the State's preferred leasing area, so that state buildings are easily accessible by walking, biking and frequent transit.<br><br><b>PT14.3</b> Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit | <i>Same</i>   |
|                                | <i>As proposed by staff in Transportation chapter:</i><br><b>PT 14.4:</b> Partner with the cities of Lacey and Tumwater to pursue the land-use and transportation measures identified for the Urban Corridors of Martin Way, east 4th and State Avenues, Pacific Avenue and portions of Capitol  | <i>Replace PT 14.4 with:</i><br><b>PT 14.4:</b> Partner with the cities of Lacey and Tumwater to pursue the land-use and transportation measures identified for the Urban Corridors of Martin Way, <del>east 4th and State Avenues,</del> Pacific Avenue <del>and portions of Capitol</del>   |

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|                         | Way/Boulevard  | <del>Way/Boulevard</del>                    |
| <b>GL 15 (fka GL12)</b> | <i>As proposed by staff:</i><br><b>(f.k.a. GL12) GL 15: Focus areas are planned in cooperation with property owners and residents.</b> | <i>Same</i>                                 |