






URBAN NEIGHBORHOODS OPTIONS

Option 2 is a recommendation provided by staff, based on OPC’s discussions since October 2013, with the intent of kick-starting deliberation. Words in **red** are recommended to be deleted or replaced by words in **blue** in Option 2. Staff believes these edits will help clarify implementation.

	OPC RECOMMENDED DRAFT (Option 1)	(Option 2)	Notes
MAP	<p>Related maps in online draft Comp Plan:</p> <ol style="list-style-type: none"> Future Land Use Urban Neighborhoods 	<p>Combined Future Land Use (FLU) and Urban Neighborhoods maps Attachment #1, December 9 draft FLU map</p>	<p><i>Need to add a legend to the FLU to identify gateways and civic boulevards.</i></p>
<p>GOAL L14</p> <p>DONE</p>	<p>Goal 14: 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><i>The following was passed by OPC on 12/9/13:</i></p> <p>Goal 14: Olympia’s neighborhoods provide housing choices that fit the diversity of local income levels and life styles. They are shaped by thorough public planning processes that involve citizens, neighborhoods, and city officials.</p>	<p><i>Removed the word, “continuously” because it seems to imply something beyond the reality of our planning process. For example, most planning processes have points when the record is closed and citizens are not being involved because the City needs time to focus on analyzing the proposal and the public comments and to prepare materials for the next stage of review.</i></p> <p><i>In OPC comments provided to staff, it was proposed to replace this word, “with reference to the neighborhood planning process as agreed to between City and CNA.”</i></p> <p><i>Staff recommends keeping the policy language broad enough to encompass potential changes in implementation approach that may occur over the next 20 years. Also, keep it broad enough to include, for example, rezones initiated by property owners. While any rezone process would involve a “public planning process that involves citizens, neighborhoods, and city officials,” not all of these will be initiated through subarea planning. The Public Participation chapter includes new policy guidance for improving implementation of public processes. The CNA’s MOU outlines how CNA will help, such as by hosting neighborhood-developer meetings early in the process.</i></p>



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<p>POLICY L14.1</p> <p>DONE</p>	<p>PL14.1: 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><i>The following was passed by OPC 12/9/13:</i></p> <p>PL14.1: Establish eight civic boulevards that are entry/exit pathways along major streets to downtown Olympia and our Capitol. These streets will act as be landscaped civic boulevards, with specially designed gateways at the entrance/exit points, presenting a unified streetscape that enhances the grandeur of our Capital City. Civic boulevards and gateways should include street trees where possible within the existing right of way.</p>	<p><i>Changes are proposed to provide a clearer distinction between the “gateways” and the “civic boulevards.”</i></p> <p><i>OPC comments to staff proposed the other changes in Option 2, and staff recommends them because they clarify that trees will not necessarily be required where the City would have to “take” or purchase land from private property owners to provide enough space for trees to grow.</i></p> <p><i>OPC previously clarified the term “civic boulevards was to be interpreted in a general or generic sense and did not mandate the creation of medians or other specific design features. The use of the words “tree lined” was agreed to be illustrative of an intended ambiance.</i></p>
<p>POLICY L14.2</p> 	<p>PL14.2: 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>PL14.2: High-density Neighborhoods concentrate housing into three designated sites: Downtown Olympia; Pacific/Martin/Lilly Triangle; and the area surrounding 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 highly walkable. At least one-quarter of the forecasted growth is planned for downtown Olympia.</p>	<p><i>The word, “directly” was removed because these areas currently serve customers who do not live in the immediate area, and this likely will continue to be an important economic driver for some time.</i></p> <p><i>Chair Parker confirmed he thought OPC’s intent was to make these areas more walkable, not to reduce vehicle drive options. Thus, staff proposes changing “primarily walk-dependent” to “highly walkable.”</i></p> <p><i>Notes from April reflect OPC intended ¼ of growth could be accommodated and will be encouraged to go downtown, but not that it <u>must</u> be. The Addendum proposed changing “shall” to “is planned for.”</i></p>


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<p>POLICY L14.3</p> 	<p>PL14.3: 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>PL14.3: Preserve and enhance the character of existing established Low-density Neighborhoods. Disallow medium or high density development in existing Low-density Neighborhood areas except for Neighborhood Centers.</p>	<p><i>Preserving all aspects of an existing neighborhood may not always be desirable. For clarity, staff proposes editing this policy to state, “Preserve and enhance the character of existing ...”</i></p>
<p>POLICY L14.4</p> 	<p>PL14.4 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>PL14.4 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><i>No changes proposed at this time. However, discussion is needed about the vision for these centers. See the document titled, ‘Summary of Key Decision Points.’</i></p>
<p>GOAL L13</p> <p>DONE</p>	<p>GL 13 Attractive urban corridors of mixed uses are established near specified major streets.</p>	<p><i>The following was passed by OPC on 12/9/13:</i></p> <p>GL 13 Attractive urban corridors of mixed uses are established near specified major streets.</p>	<p><i>Same – no changes proposed</i></p>
<p>POLICY L13.1</p> 	<p>PL 13.1 Establish urban corridors as shown on the Future Land Use Map with sufficient area (about 1/2 mile wide) and potential employment and residential density (over 15 housing units/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 density to at least 7 units/acre.</p>	<p>PL13.1: Establish urban corridors as shown on the Future Land Use Map with 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.</p>	<p><i>Lines removed for consistency with the current deliberation map and intent.</i></p>


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<p>POLICY L13.2</p> <p>DONE</p>	<p>PL 13.2 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><i>The following was passed by OPC 12/9/13:</i> PL 13.2 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><i>Same – no changes proposed</i></p>
<p>POLICY L13.3</p> <p>DONE</p>	<p>PL 13.3 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 close to commercial uses.</p>	<p><i>The following was passed by OPC 12/9/13:</i> PL 13.3 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 close to commercial uses.</p>	<p><i>Same – no changes proposed</i></p>
<p>POLICY L13.4</p> <p>DONE</p>	<p>PL 13.4 Establish minimum housing densities in urban corridors that provide sufficient density for frequent transit service and to sustain area businesses.</p>	<p><i>The following was passed by OPC 12/9/13:</i> PL 13.4 Establish minimum housing densities in urban corridors that provide sufficient density for frequent transit service and to sustain area businesses.</p>	<p><i>Same – no changes proposed</i></p>
<p>POLICY L13.5</p> 	<p>(fka 11.5) PL 13.5 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>PL13.5: Corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.</p>	<p><i>Lines removed for consistency with current deliberation map and intent.</i></p> <p><i>In many cases, the reduced Urban Corridor area along Harrison, State and 4th Avenues does not provide for less intense transitional land uses between the HDC and adjacent single family.</i></p> <p><i>The remaining language seems more visionary, rather than a policy statement, which should express how the City intends to support the goal.</i></p>

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<p>POLICY L13.6</p> <p>DONE</p>	<p>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.</p>	<p><i>The following was passed by OPC 12/9/13:</i></p> <p>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.</p>	<p><i>Same – no changes proposed</i></p>
<p>POLICY L13.7</p> <p>KEY DECISION</p>	<p>(fka 11.7) PL13.7 Designate different categories of corridors generally as follows:</p> <ul style="list-style-type: none"> • 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. • The Harrison Avenue corridor nearer Division Street and 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. • The area along Harrison and Fourth 	<p>PL13.7 Designate different categories of corridors generally as follows:</p> <ul style="list-style-type: none"> • Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor should blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multi-family buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There shall be a three-story height limit if any portion of the building is within 100’ from a single family residential zone, provided that the City may establish an additional height bonus for residential development. • The area along Harrison and Fourth Avenues west from the vicinity of Division Street to Cooper Point Avenue -- and the portions of Martin Way and 	<p><i>In Option 2, staff proposes edits to the definition provided in the OPC Recommended Draft, for clarity and consistency with the current deliberation map.</i></p> <p><i>Bullets 1 & 2 express essentially the same vision, so combined. Proposed height expresses what is consistent with current HDC zoning in these areas.</i></p> <p><i>The third bullet changed to reflect the more pedestrian-oriented vision for these areas.</i></p> <p><i>The last bullet removed for consistency with the map.</i></p>

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	<p>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.</p> <ul style="list-style-type: none"> 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). 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. 	<p>Pacific Avenues west of Lilly Road – will transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment of the area will create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.</p> <ul style="list-style-type: none"> The outer portions of the urban corridors west of the vicinity of the Capital Mall and east of Lilly Road 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). 	

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GOAL T14 	GT 14: 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.	GT 14: The Urban Corridors of Martin Way, Pacific Avenue, east 4th and State Avenues, portions of Harrison Avenue, Black Lake Boulevard and Cooper Point Road are vibrant mixed-use areas where a large portion of trips are made by walking, biking and transit.	<i>Removed "Capitol Way/Boulevard" because this area is designated Low Density Neighborhood on OPC's current map; it is no longer designated Urban Corridor.</i>
POLICY T14.1 DONE	PT14.1 Retrofit City streets in Urban Corridors to City Street Standards attract new development and increase densities.	<i>The following was passed by OPC 12/9/13:</i> PT14.1 Retrofit City streets in Urban Corridors to City Street Standards to attract new development and increase densities.	<i>Slight edit, but otherwise the Same – no changes proposed</i>
POLICY T14.2 DONE	PT14.2 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.	<i>The following was passed by OPC 12/9/13:</i> PT14.2 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.	<i>Same – no changes proposed</i>
POLICY T14.3 DONE	PT14.3 Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit.	<i>The following was passed by OPC 12/9/13:</i> PT14.3 Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit.	<i>Same – no changes proposed</i>
POLICY T14.4 	PT 14.4: 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 Way/Boulevard.	PT 14.4: 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, and Pacific Avenue.	<i>Removed "Capitol Way/Boulevard" because this area is designated Low Density Neighborhood on OPC's current map; it is no longer designated Urban Corridor.</i>

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<p>POLICY 16.9</p> <p>DONE</p>	<p>(fka 13.9) PL16.9: 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.</p>	<p><i>The following was passed by OPC 12/9/13:</i> (fka 13.9) PL16.9: 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.</p>	<p>Same – no changes proposed</p> <p>The Addendum removed, “and townhouses.” This would <i>not</i> preclude the City from allowing townhomes in a residential zone – it just means the Comprehensive Plan would be silent on the matter. However, staff recommends keeping the words “and townhomes” in the policy. Other Plan goals encourage infill and a variety of housing options. Townhomes are typically more affordable to build and purchase than single-family housing, and for Olympia have typically been a successful form of infill.</p>
<p>DEF-INITIATION OF GATEWAYS</p> 	<p>No definition provided in the OPC Recommended Draft online.</p> <p>The following definition was provided in the Addendum:</p> <p>Establish eight gateways that are entry/exit pathways along major streets in 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 Deschutes River Valley are located at the entry/exit points and along the green civic boulevards that provide a grand entrance into the 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</p>	<p>Gateways to Olympia are located at the entry/exit points of the landscaped civic boulevards that provide a grand entrance into the 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, and may include, "Welcome to Olympia" signage. Gateways are densely planted with native trees and under stories that form the transition between distinct land uses and the civic boulevards.</p>	<p>Define separately from the Land Use Designation definitions in Appendix A of the Land Use chapter because gateways are not a “future land use designation. Rather, they are “overlayed” atop the land use designation, providing additional direction for development of desired features.</p> <p>Staff suggests removing the first paragraph since it is repeated in PL14.1.</p> <p>OPC comments to staff suggest replacing “Deschutes River Valley” with “Olympia” because “the former is not a term currently in use and will not be understood by the average reader of the Update.” The OPC comments also suggest replacing “green” with “landscaped” for the sake of clarity. For the same reason, staff has also proposed an edit to the sentence regarding signage, and removed the last sentence which is conceptually repeated in the definition for “civic boulevards.”</p>

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	<p>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>		
<p>DEF. OF CIVIC BLVDS.</p> 	<p><i>No definition provided in the OPC Recommended Draft online.</i></p> <p><i>The following definition was provided in the Addendum, with the intention of replacing PL13.9:</i></p> <p>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.”</p> <p>The following table includes: the Urban Gateway number, name, and location; and the Civic Boulevard’s adjoining land use [see Addendum].</p>	<p>Each civic boulevard will have a distinct spatial environmental setting that is shaped by a public planning process that involves citizens, neighborhoods, and city officials. Civic Boulevards are densely planted with native trees and under stories. Consideration should be given to the maximum landscaping and amenities feasible, without necessity to purchase additional right of way for such purposes. Urban Corridors will be primarily accessed by transit and motor vehicles with provisions for pedestrian and bicycle travel. The following table includes: the Urban Gateway number, name, and location; and the Civic Boulevard’s adjoining land use...</p> <ol style="list-style-type: none"> 1. Priest Point Park Gateway: East Bay Drive at City Limits. Corridor Land Uses: Single-family and Multi-family Residential and Natural 2. ... 	<p><i>Define separately from the Land Use Designation definitions in Appendix A of the Land Use chapter because civic boulevards are not a “future land use designation. Rather, they are “overlaid” atop the land use designation, providing additional direction for development of desired features.</i></p> <p><i>Removed the word, “continuously” for the same reason as described on page 1.</i></p> <p><i>Removed sentence about the “Urban Corridor” because it did not seem to fit here.</i></p> <p><i>To clarify implementation direction, the sentence, “City of Olympia’s consistent theme along all civic boulevards will be “Urban Green Spaces” was changed to “Civic Boulevards are densely planted with native trees and under stories.”</i></p> <p><i>The sentence regarding consideration was added in response to the following OPC comment: “Clearly, the term “civic boulevard” must be generic. Many of the designated boulevards clearly lack the width for medians and buffers to separate traffic, provide trees</i></p>

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			<p><i>on both sides and in center. However, consideration should be given to maximum amenities assuming no purchase of additional right of way.”</i></p> <p><i>Removed the list of corridor land use descriptions from this definition, since the underlying land use designations already define the allowed land uses in those locations. For ‘Plain Talk’ purposes, effort has been made to reduce redundancy in the Plan.</i></p>
<p>DEF. OF LOW DENSITY</p> <p>KEY DECISION</p>	<p><i>In the OPC recommended draft online: Low-Density Housing. 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</i></p>	<p>Low-Density Neighborhoods. This designation provides for low-density residential development, primarily single-family detached housing and low rise multi-family housing, in densities ranging from fourteen 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 accessory dwelling units, 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. Medium Density Neighborhoods Centers are allowed within Low-Density Neighborhoods. Clustered development to provide future urbanization</p>	<p><i>In Option 2, staff proposes a hybrid of the definitions provided in the OPC Recommended Draft and the Addendum.</i></p> <p><i>OPC has confirmed the intent of the LDN designation is to, “Protect and preserve the existing established Low-density Neighborhoods by ‘grandfathering’ in current zoning limits while providing flexibility for neighborhood-developed sub-area plans.”</i></p> <p><i>The Summary document discusses ‘grandfathering.’ The FLU is a tool to express the current allowed and future envisioned land uses throughout the city. It does not make sense to provide a LDN designation that by definition is consistent with R4-8 and R6-12 zoning, while including another inconsistent policy statement elsewhere that says basically, ‘despite the definition and what you see on the map, zoning is protected and preserved, and not allowed to change.’</i></p> <p><i>Staff does not advocate adding specific height limits within this definition, rather allowing these to be determined by zoning, in conjunction with view protection policies.</i></p> <p>Further discussion of density and heights in the LDN is</p>

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	<p>available.</p> <p><i>Definition provided in the Addendum:</i> Low-density Neighborhoods: 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".</p>	<p>opportunities will be required where urban utilities are not readily available.</p>	<p><i>summarized in the document, 'Summary of Key Decision Points.'</i> This includes options such as adding criteria to this definition to more clearly guide rezone decisions in the LDN, and consideration of an alternative density range.</p>
<p>DEFINITION OF MED DENSITY</p> <p>KEY DECISION</p>	<p><i>In the OPC recommended draft online:</i> Medium-Density Housing. 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 major streets, land use compatibility, and environmental constraints. Specific zoning will include minimum and maximum densities to</p>	<p>Medium-Density Neighborhoods. This designation provides for townhomes and multi-family residential densities ranging from 15 to 30 units per acre. Specific zoning is to be based on proximity to bus routes and 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</p>	<p><i>Staff proposes a hybrid of the definitions provided in the OPC Recommended Draft and the Addendum.</i></p> <p><i>Townhomes - considered a single-family housing type, rather than multifamily – are currently allowed in medium density zones.</i></p>

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	<p>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.</p> <p><i>Definition provided in the Addendum:</i> Medium-density Neighborhoods: 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 including townhouses, small apartment buildings. Clustering may be permitted.</p>	<p>an adequate variety of types of housing to serve the community. Higher densities should be located close to major employment or commercial areas. Clustering may be permitted.</p>	
<p>DEF. OF NEIGH. CENTER</p> <p>KEY DECISION</p>	<p><i>In the OPC recommended draft online:</i></p> <p>Neighborhood Centers. This designation provides for neighborhood-oriented convenience businesses and a small park or other public space. Although the locations shown on the Future Land Use Map 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</p>	<p>Medium-density Neighborhood Centers: Medium-density Neighborhood Centers provide residential, commercial, and civic spaces. Suggested housing includes townhouses, small apartments, and other multi-family buildings; They also include neighborhood-oriented convenience businesses and a small park or other public space.</p> <p>Although the locations shown on the Future Land Use Map are approximate, these centers should be along major streets and generally near areas of medium-density residential. In general, businesses and civic spaces should be focused on serving nearby</p>	<p><i>Staff proposes a hybrid of the definitions provided in the OPC Recommended Draft and the Addendum.</i></p> <p><i>Staff does not advocate adding specific height limits within this definition, rather allowing these to be determined by zoning, in conjunction with view protection policies. Further discussion of this is included in the document, ‘Summary of Key Decision Points.’</i></p> <p><i>The Medium-density Neighborhood Centers express a different vision for the neighborhood commercial areas than the currently adopted concept of Neighborhood Centers. Further discussion of this is included in the document, ‘Summary of Key Decision Points.’</i></p>

	OPC RECOMMENDED DRAFT (Option 1)	(Option 2)	Notes
	<p>and bicyclist access with minimal car parking.</p> <p><i>Definition in the Addendum:</i> Medium-density Neighborhoods Centers: 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.</p> <p>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.]</p>	<p>residents, be well integrated with adjacent land uses, and have excellent pedestrian and bicyclist access with minimal car parking.</p> <p>Medium-density Neighborhood Centers are allowed in Low-density Neighborhoods. The exact location and mix of uses of the centers may emerge from the neighborhood subarea planning process or a private development proposal, both which will include a robust public engagement process. [Note: Tumwater Brewery District, a medium density commercial center, and transit hub could serve as a neighborhood center for southeast Olympia residents.]</p>	<p><i>Proposed change regarding how the centers will emerge expresses the current situation wherein neighborhood centers can be proposed by private development, in addition to clarifying that the public may also initiate such discussion through the neighborhood sub-area process. Note: Property owner permission is required before development proposals can be approved.</i></p>
<p>DEF. OF HIGH DENSITY NEIGHBORHOODS</p>	<p><i>No definition provided in the OPC recommended draft online.</i></p> <p><i>Definition provided in the Addendum:</i> High-density Neighborhoods: High-density</p>	<p>High-density Neighborhoods: High-density Neighborhoods are multi-family residential and commercial neighborhoods with a goal of densities of more than 30 dwelling units per acre. Specific zoning may provide for</p>	<p><i>This is not a land use designation, thus do not provide in same location as land use definitions in Appendix A of the Land Use chapter.</i></p> <p><i>The HDN area depicted on the FLU with hatched lines</i></p>

	OPC RECOMMENDED DRAFT (Option 1)	(Option 2)	Notes
<p>KEY DECISION</p>	<p>Neighborhoods are Multi-family Residential and Commercial neighborhoods with densities of more than 30 dwelling units per acre. 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 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>densities higher than 30 units per acre, but not less than 15 units per acre. The height in these neighborhoods will be determined by zoning and based on the "Height and View Protection Goals and Policies."</p>	<p><i>represents an 'Overlay' area. In other words, a specific area where additional criteria for regulations or incentives will apply.</i></p> <p><i>Staff recommends edits to the definition provided in the Addendum. Sentences removed that repeat policy PL14.2.</i></p> <p><i>Further discussion of densities and heights is in the document, 'Summary of Key Decision Points.'</i></p>
<p>Land Use Table 1</p> <p>At OPC's request, staff can ensure this table matches other recommendations.</p>	<p>Low-density Housing Use: Single-family Residential Density: Up to 8 units per acre Height: 2-3 stories</p> <p>Medium-density Housing Use: Multi-Family Residential Density: 6 to 24 units per acre Height: Up to 3 stories</p> <p>Neighborhood Centers Use: Commercial Density: Variable Height: 2 to 3 stories</p> <p>No High Density Neighborhoods</p>	<p>Low-density Neighborhoods (LDN) Primary Use: Single-family Residential Density: 4 Up to 14 units per acre, while protecting existing LDN zoning density. Height: 2-3 stories</p> <p>Medium-density Neighborhoods (MDN) Primary Use: Multi-Family Residential Density: 15 to 30 units per acre Height: Up to 4 stories</p> <p>Medium-density Neighborhood Centers (MDNC) Primary Use: Multi-Family Residential and limited low-density Commercial Density: 15 to 30 units per acre</p>	<p><i>The word, "Primary" added for clarity. (For example, while R6-12 is comprised primarily of single-family, but duplexes – considered multi-family developments - are also allowed in this zone.)</i></p> <p><i>Different height limits are proposed for medium density neighborhoods. Staff will provide an example with some visuals about how development determines the achievable density of a particular site.</i></p> <p><i>Further discussion of densities and heights is in the document, 'Summary of Key Decision Points.'</i></p> <p><i>HDN removed from the table because it is to be considered an overlay, not a land use designation.</i></p>

	OPC RECOMMENDED DRAFT (Option 1)	(Option 2)	Notes
	Designation	<p>Height: Up to 4 stories</p> <p>High-density Neighborhoods (HDN) Primary Use: Multi-family Residential and Commercial Density: > 30 units per acre minimum Height: See Note 1</p>	
<p>Policy Criteria for Rezones</p> <p>KEY DECISION</p>		<p><i>Proposed rezones shall meet all of the following criteria:</i></p> <ol style="list-style-type: none"> 1. Consistency with the applicable land use designation description in the comprehensive plan. 2. Will clearly implement applicable policies in all elements of the comprehensive plan. If there are clear inconsistencies between the proposed rezone and specific, applicable policies in the comprehensive plan, the rezone should not be approved. 3. Consistency with the applicable general and specific purpose statements in Title 18 of the OMC. 4. The proposed zoning shall be identical to an existing zoning district that is adjacent to the subject property. The proposed zoning may also be approved if it clearly fulfills the specific purpose statement of an adjacent zoning district that is not identical. 	<p><i>As an option, the Planning Commission may want to consider recommending this set of criteria for reviewing rezone proposals into the Comprehensive Plan. Staff has provided a draft example.</i></p>

	OPC RECOMMENDED DRAFT (Option 1)	(Option 2)	Notes
		<p>5. Clear evidence that the maximum density of development permitted in the proposed zoning district can be adequately served by infrastructure systems as described in the city's adopted master plans for sanitary sewer, potable water, transportation, parks and recreation, stormwater and public safety services; and in the applicable facilities and services plans of the Olympia School District, Intercity Transit, and other required public service providers.</p>	

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