

See Future Land Use & Transportation Corridor Maps in Packet also.

Summary of current recommendation for the Urban Corridor (UC) land use designation:

- Removed UC category (from July Draft) that had been applied to ¼ mile along Capitol Boulevard south of I-5 (this area now designated as Low Density Residential)
- Areas nearest downtown (Harrison Avenue west to Division, and 4th/State east to Martin Way/Pacific Avenue) narrowed from ½ mile wide to various widths consistent with underlying High Density Corridor zoning (for an average ½-block width from arterials)*
- UC defined by three categories (see PL13.7):
 1. **Areas nearest downtown:** Blended travel modes with priority for pedestrian, bicycle and transit systems; mix of low-intensity professional offices, commercial uses and multi-family buildings forming a continuous and pedestrian-oriented edge; 35' height limit if any portion of the building is within 100' of a single family residential zone.
 2. **A little further east and west:** Transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment to create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.
 3. **Outer portions of the corridor:** Primarily accessed by autos with more gradual transition from existing suburban character and provisions for pedestrian and bicycle travel; more pedestrian-friendly streetscapes, but with regulatory flexibility to acknowledge the existing suburban nature of these areas.

***As proposed by staff, a key policy question for the City Council and public relates to the width of the Urban Corridor in the areas nearest downtown.**

Land Use Chapter		
Date discussed/ recommended	Recommended Text	Rationale
Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013	GL13: Attractive urban corridors of mixed uses are established near specified major streets.	Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> <i>-It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</i>
Revised 12/16/13 Initially adopted March 18, 2013	PL13.1: Establish urban corridors as shown on the Future Land Use Map with potential employment and residential density to support frequent transit service, encourage pedestrian traffic between businesses, provide a large customer base and minimize auto use for local trips.	<u>From the December 16, 2013 OPC Minutes:</u> PL13.1: It was moved by Chair Parker, seconded by Commissioner Andresen, to adopt the language of option 2 with the removal of "(over 15 housing units per acre)". The motion passed unanimously.

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</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>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</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>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</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>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Revised 12/16/13; Initially adopted March 18, 2013</p>	<p>PL13.5: Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of the urban corridors to the less intensive land* uses adjacent to the corridors; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.</p> <p>*Minutes reflect this phrase was removed; thus, current draft has a typo.</p>	<p><u>From the December 16, 2013 OPC Minutes:</u> PL13.5: It was moved by Commissioner Horn, seconded by Commissioner Brown, to keep the language of option 1, with the removal of "less intensive land". The motion passed unanimously. Discussion: -Ensure that appropriate transitional land uses remain. <u>Another reason as stated in the 12/16/13 Staff report:</u> 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.</p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

<p>Confirmed 12/16/13; Accepted 12/9/13; Initially adopted March 18, 2013</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>Never really a big topic of discussion <u>From the December 16, 2013 OPC Minutes:</u> -It was agreed that all issues with no recommendation changes [in the packet] will be accepted.</p>
<p>Revised 12/16/13; Initially adopted 3/18/13</p>	<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 to the intersection of Martin Way and Pacific Avenue 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 35’ 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 Avenue west from the vicinity of Division Street to Cooper Point Road -- and the portions of Martin Way and Pacific Avenues from Lilly Road to the intersection of Martin Way and Pacific Avenue – 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. • 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 	<p><u>From the December 16, 2013 OPC Minutes:</u> <u>PL13.7:</u> It was moved by Commissioner Bateman, seconded by Chair Parker, to adopt the language of Option 2. The motion passed 6 to 1. Vice Chair Bardin opposed.</p> <p>It was moved by Commissioner Bateman, seconded by Chair Parker to replace the wording in option 2 of "three-story" with "35- feet". The motion passed unanimously. <i>Why was not in the written record.</i></p> <p><u>Reason for defining 3 categories, rather than 5 as was in the July Draft - from 12/16/13 staff report:</u> In Option 2, staff proposes edits to the definition, for clarity and consistency with the FLU map: <i>Bullets 1 & 2 expressed essentially the same vision, so they were combined. Proposed height expresses what is consistent with current HDC zoning in these areas.</i></p> <p><i>The third bullet was changed to reflect the more pedestrian-oriented vision for these areas.</i></p> <p><i>The last bullet describing the area south of I-5 as part of the Urban Corridor was removed per OPC direction on the map.</i></p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

	<p>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).</p>	
<p>Revised 12/16/13</p> <p>Initially adopted 3/11/13</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>Since 2012, a big part of the OPC discussion regarded preserving and enhancing the character of existing Low-Density Neighborhoods. This effort was a primary rationale for the OPC recommendation to reduce the width of the Urban Corridor in the UC areas nearest downtown. OPC adopted Policy PL14.3 in part to guide that these neighborhoods should have more involvement in whether or not to be designated UC (mix of commercial and residential uses with higher densities,) regardless of whether the underlying residential zoning (e.g., R4-8) was actually changed or not.</i></p> <p><u>From the Dec 16, 2013 OPC minutes:</u> PL14.3: It was moved by Commissioner Horn, seconded by Commissioner Brown, to adopt the language of option 2. The motion passed 6 to 1. Vice Chair Bardin opposed. Discussion: -Intention of the Planning Commission is for the neighborhood to be responsible in determining the look and direction of growth.</p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

Definitions of Land Use Designations – (These correspond to the Future Land Use map)
 Only the OPC updated designations are included here, see Comp Plan Draft for complete list.
 High Density Neighborhood (HDN), although an OPC update, is not a “Land Use Designation.” It is an ‘Overlay’ that provides additional guidance for zoning.
 HDN’s were discussed by LUEC on March 27.

Date discussed/ recommended	Recommended Text	Rationale
Revised 12/16/13 Initially Tabled 3/1/8/13 for future work	<p>Urban Corridors. This designation applies to certain areas in the vicinity of major arterial streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structure farther from the street to transition to adjacent designations. Particular 'nodes' or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.</p>	<p><u>From the December 16, 2013 OPC Minutes:</u> It was moved by Commissioner Bateman, seconded by Chair Parker, to adopt the language of option 2. The motion passed 6 to 1. Vice Chair Bardin opposed. It was moved by Commissioner Watts, seconded by Commissioner Horn, to remove the language of "1/4 mile". The motion passed unanimously.</p> <p><i>Discussion was about preserving and enhancing the character of existing established Low-density Neighborhoods. . <u>From the Dec 16 OPC Staff Report:</u> On 10/13/13, Commissioner Horn clarified the intent of the previous Urban Neighborhoods proposals ... The intent was not to replace the mixed residential/ commercial land use along the arterials with a purely residential designation, nor was it to render existing commercial uses in those areas non-conforming ... Intent is that the Urban Corridor designation along Harrison, State and Fourth Avenue match underlying High Density Corridor zoning. Thus, these uses would not be rendered non-conforming, and low density residential would remain outside of that.</i></p>
Revised 12/16/13 Initially Tabled 3/1/8/13 for future work	<p>Medium-Density Neighborhoods (MDN). This designation provides for townhomes and multi-family residential densities ranging from 13 to 24 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</p>	<p><u>From the December 16, 2013 OPC Minutes:</u> DEFINITION OF MEDIUM DENSITY It was moved by Commissioner Brown, seconded by Chair Parker, to adopt the language of option 2 with the replacement of "15 to 30" to "13 to 24" units. The motion passed 6 to 1. Vice Chair Bardin opposed.</p>

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

	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. Clustering may be permitted.	
Transportation Chapter		
Date discussed/ recommended	Recommended Text	Rationale
Revised 12/16/13 Initially adopted 3/18/13	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>From the December 16, 2013 OPC Minutes:</i> It was moved by Commissioner Horn, seconded by Commissioner Andresen, to adopt the language of option 2. The motion passed 6 to 1. Vice Chair Bardin opposed. Points raised: -"Capital Way/Boulevard" is part of the May addendum and clearly defines transportation corridors. -A continuous wall of buildings that front the street is undesirable. -The critical importance of planning for walkability.
Confirmed 12/16/13 Initially adopted 3/11/13	PT14.1: Retrofit City streets in Urban Corridors to City Street Standards to attract new development and increase densities.	Never really a big topic of discussion
Confirmed 12/16/13 Initially adopted 3/18/13	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.	Never really a big topic of discussion
Confirmed 12/16/13	PT14.3: Encourage public agencies to build in the Urban Corridors, so that they are easily accessible by walking, biking and transit and	Never really a big topic of discussion

PLANNING COMMISSION RECOMMENDATIONS RELATED TO URBAN CORRIDORS Revised March 27, 2014

Initially adopted 3/18/13	support the City's transportation-efficient land use goals.	
Revised 12/16/13 Initially adopted 3/11/13	PT 14.4: Partner with the cities of Lacey and Tumwater to pursue the coordinated transportation and land use objectives identified for the urban corridors of Martin Way, east 4th and State Avenues and Pacific Avenue.	<i>Revised to remove the portion of Capitol Way south of I-5 from the Urban Corridor</i>