

Planning Commission Questions – January 8, 2024

Answers per Transportation and CP&D staff

Q1: Lots that would be eligible/impacted by the text amendment.

A1: See attached maps.

Q2: Information/studies related to incidents on this portion or near Plum.

A2: See [Street Safety Plan](#). Relevant pages also provided as attachment. Per transportation staff:

- These maps show collisions that happened in 2016 – 2020. The updated Plan will show collisions between 2018 – 2022. We use a rolling five-year period to try to even out the natural fluctuations in incidents. There are so few ped- and bike-involved collisions that we really need five years' worth of data to even see patterns.
- Plum Street is identified as a Safety Corridor in our plan, which means it has some identified environmental risk factors for collisions:
 - More than one lane in one direction
 - Downtown arterial
 - Signalized intersections
- We do not generate a heat map for ped- and bike-involved collisions, because there are too few of them for that to be statistically valid. We do create one for vehicle-involved collisions.

Q3: The number of curb cuts along Plum and curb-cut standards.

A3: Thirteen existing curb entrances. See EDDS attachment. As properties are redeveloped, the City will often require removal of curb cuts if the site has more than one.

Q4: Entries other than Plum Street for parcels fronting Plum Street.

A4: Geographic area doesn't lend itself to singular map; would advise utilizing Thurston County GeoData or commercial service (i.e. Google Maps). See also A3 above regarding curb revisions with new development.

Q5: Economic/market analysis of region and need for drive-throughs.

A5: Not something we have data on or can access readily. It is also subject to change as market conditions change. Additionally, this is not a criteria for text amendments. Those criteria are the same as rezones as found in OMC 18.70.190 C:

To be considered are whether:

1. The rezone is consistent with either the Comprehensive Plan, including the Plan's Future Land Use map as described in OMC [18.59.055](#), or with a concurrently approved amendment to the Plan.
2. The rezone maintains the public health, safety, or welfare.
3. The rezone is consistent with other development regulations that implement the comprehensive plan.
4. The rezone results in a district that is compatible with adjoining zoning districts; this may include providing a transition zone between potentially incompatible designations.
5. Public facilities and services existing and planned for the area are adequate and likely to be available to serve potential development allowed by the proposed zone.



Lots By Tax Parcel Number with a Frontage on Plum Street

Frontages Between Union Avenue and 5th Avenue SE



0 0.0425 0.085
 Miles 1 inch = 333 feet

Map printed 1/12/2024

For more information, please contact:
 Casey Schaufler, Associate Planner
 cschaufli@ci.olympia.wa.us
 (360) 753-8254

This map is intended for 8.5x11" landscape printing.

The City of Olympia and its personnel cannot assure the accuracy, completeness, reliability, or suitability of this information for any particular purpose. The parcels, right-of-ways, utilities and structures depicted hereon are based on record information and aerial photos only. It is recommended the recipient and/or user field verify all information prior to use. The use of this data for purposes other than those for which they were created may yield inaccurate or misleading results. The recipient may not assert any proprietary rights to this information. The City of Olympia and its personnel neither accept or assume liability or responsibility, whatsoever, for any activity involving this information with respect to lost profits, lost savings or any other consequential damages.





Lots By Tax Parcel Number with a Frontage on Plum Street




Including Residential Uses Identified by Thruston County Use Codes



0 0.0425 0.085
 Miles 1 inch = 333 feet

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-  Single Family
-  Multi-Family
-  Apartment

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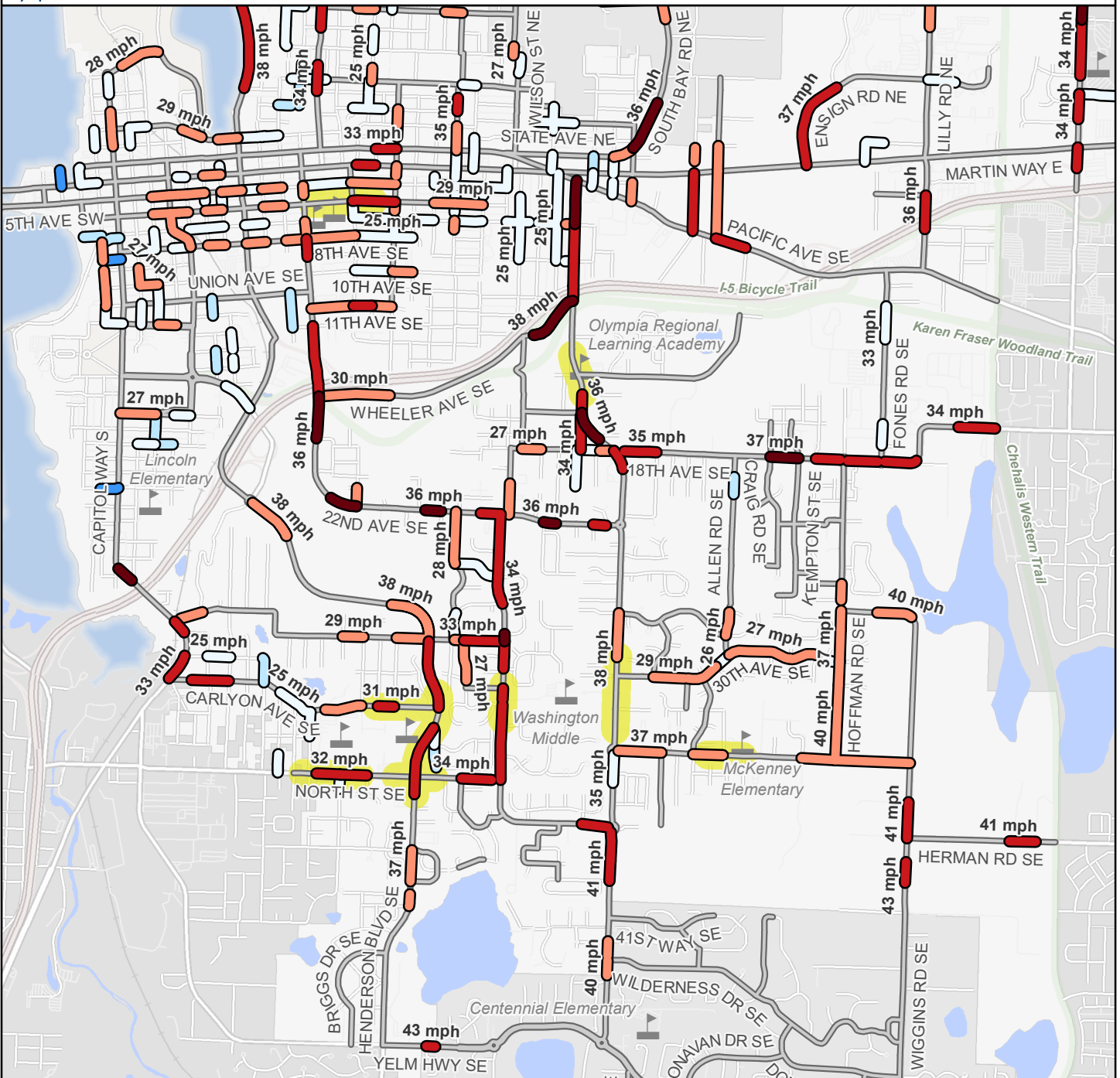
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Speed Comparison: Southeast

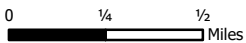
85th percentile speeds versus posted speed limits



Actual speeds versus posted speed limits

- 11 - 15 mph over
- 6 - 10 mph over
- 1 - 5 mph over
- School zones
- 0 - 4 mph under
- 5 - 9 mph under
- 10 - 15 mph under
- No data

The speeds shown are 85th percentile speeds, or the speed at which 85% of people are driving or lower. The speeds shown here are the most recently collected data from 2012 through 2021.



Map printed 1/11/2022
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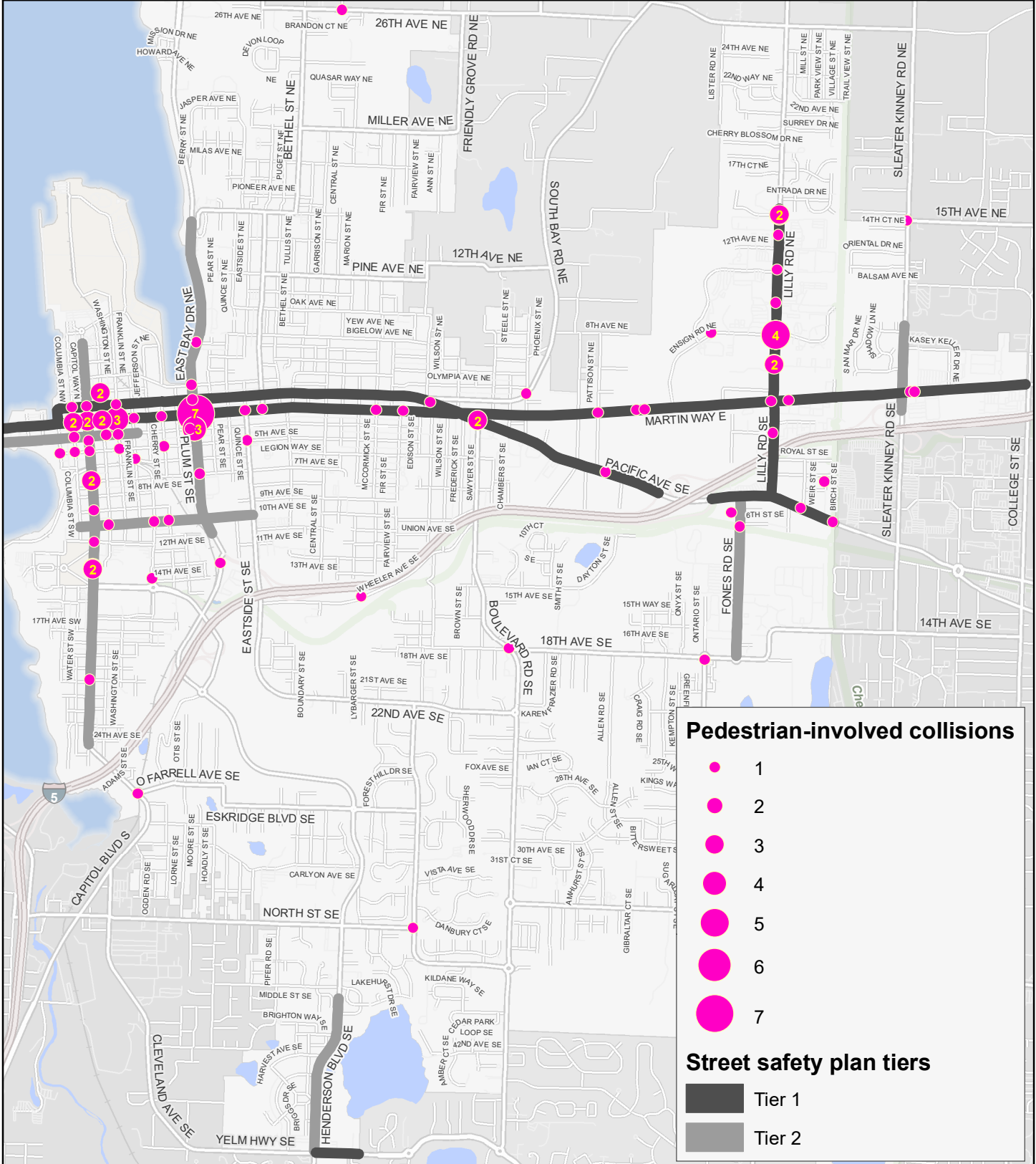
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Pedestrian-involved collisions: eastside

2016 - 2020



0 1/4 1/2 Miles

Map printed 1/12/2022

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Pedestrian-involved collisions: downtown

2016 - 2020



0 500 1,000 Feet

Map printed 1/12/2022
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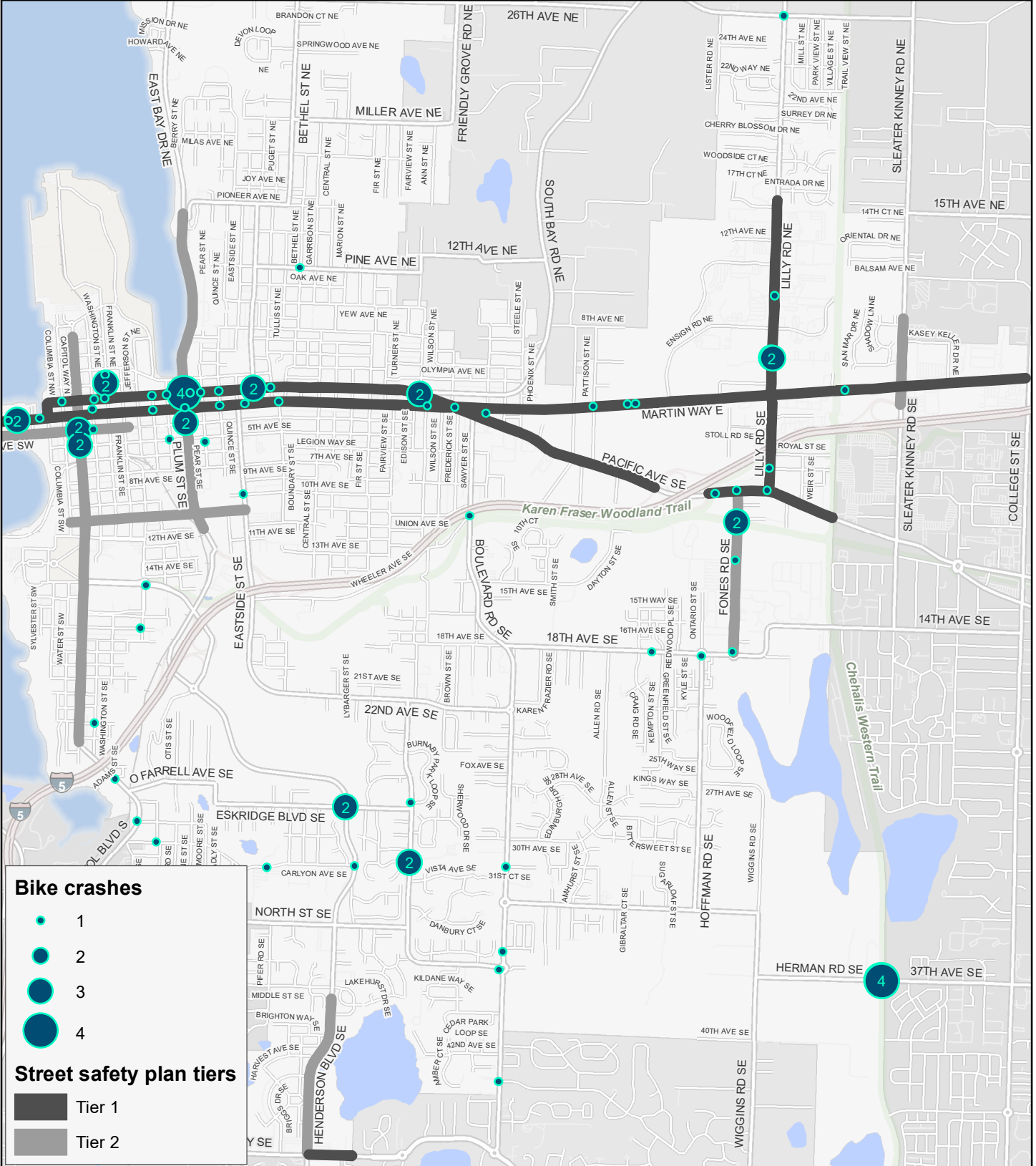
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Bicyclist-involved collisions: eastside

2016 - 2020



0 1/4 1/2 Miles

Map printed 1/12/2022

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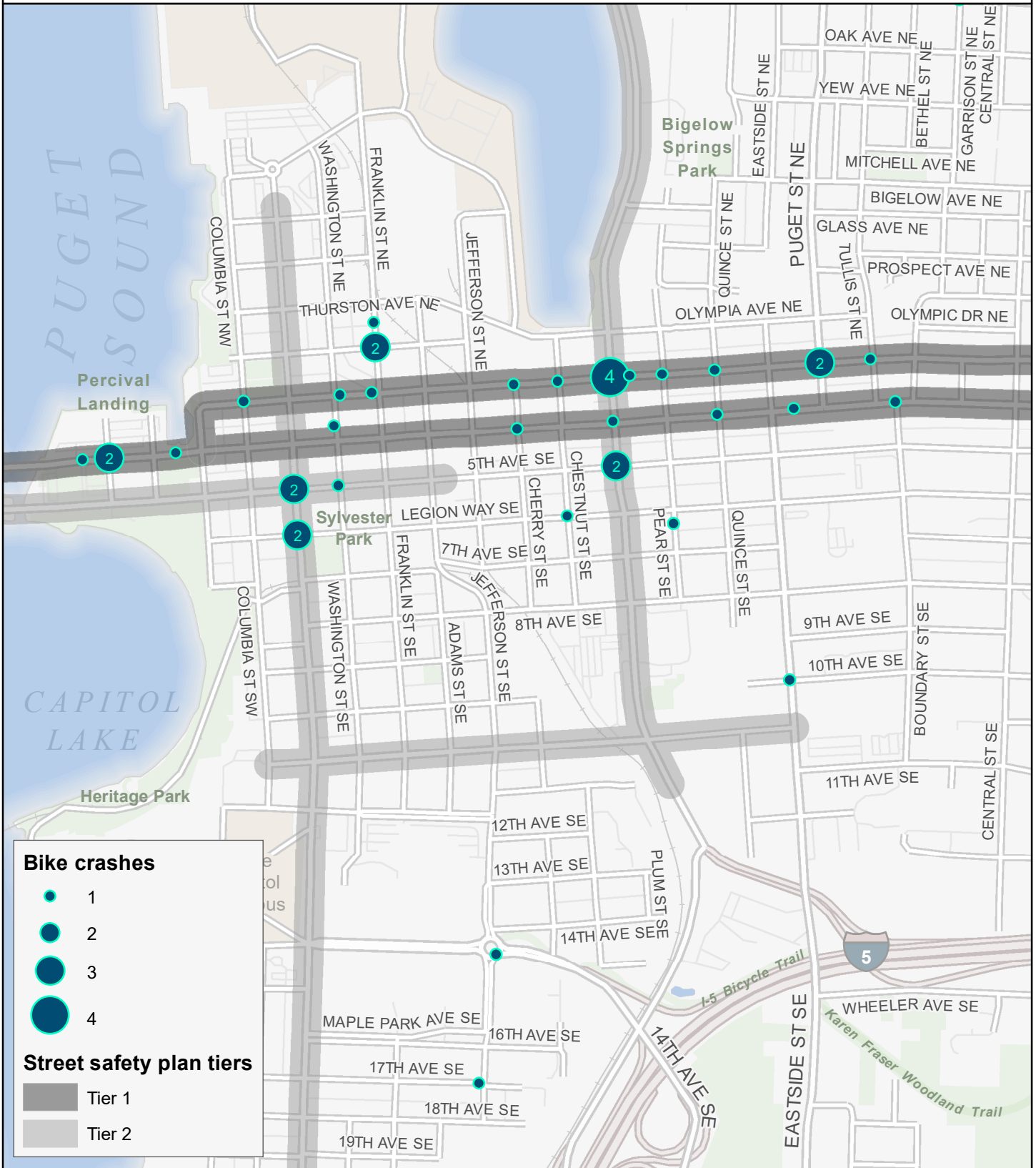
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Bicyclist-involved collisions: downtown

2016 - 2020



0 500 1,000 Feet

Map printed 1/12/2022
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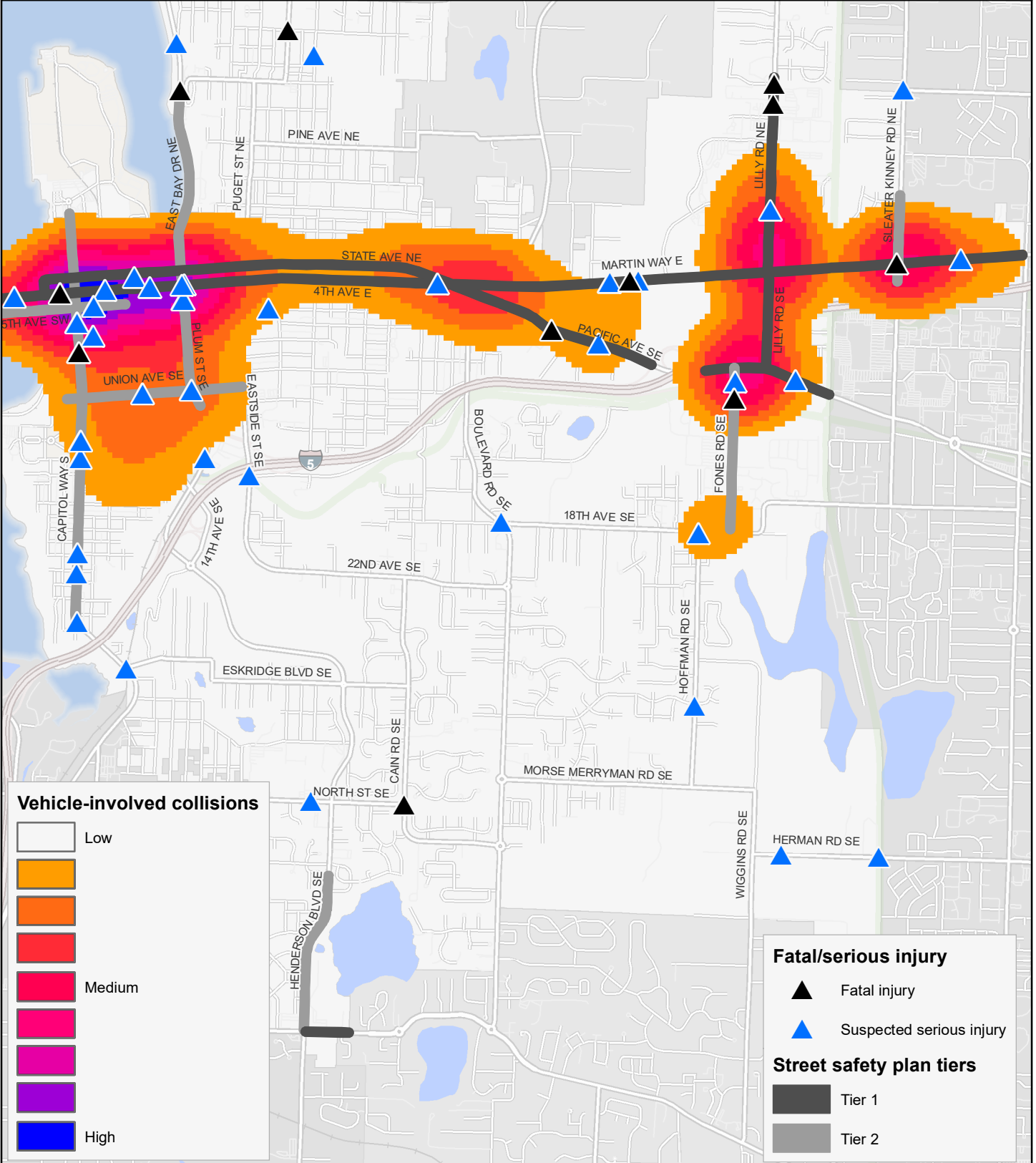
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Fatal & suspected serious injury collisions: eastside

Including vehicle-involved collisions 2016 - 2020



0 1/4 1/2 Miles

Map printed 1/28/2022

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