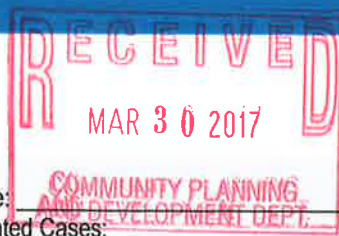




Final Comprehensive Plan Amendment Application



OFFICIAL USE ONLY

Case #: 17-1238

Master File #: _____

Received By: [Signature]

Project Planner: _____

Date: _____

Related Cases: _____

One or more of the following supplements must be attached to this Comprehensive Plan Amendment Application:

- | | |
|---|--|
| <input checked="" type="checkbox"/> Comprehensive Plan Amendment (Proposed Specific Text and/or Maps) | <input type="checkbox"/> Adjacent Property Owner List (If site-specific amendment) |
| <input type="checkbox"/> Any Related Zoning Map (Rezone) or Text Amendment | <input checked="" type="checkbox"/> SEPA Checklist |
| <input type="checkbox"/> Other | |

Applicant: South Capitol Neighborhood AssociationMailing Address: 205 Maple Park Ave SE, Olympia, WA 98501Phone Number(s): 360-628-2882E-mail Address: Katie.knight@yahoo.comSite Owner: City of Olympia/publicMailing Address: 601 4th Avenue SE, Olympia, WA 98501Phone Number(s): (360) 753-8325

Other Authorized Representative (if any): _____

Mailing Address: _____

Phone Number(s): _____

E-mail Address: _____

Description of Proposed Amendment: Change the street designation of Maple Park Ave SE from Major Collector to a lower classification on the Comprehensive Plan Transportation Maps. Maple Park Avenue does not function as a Major Collector and it does not meet the street design standards and characteristics of a Major Collector as described in Chapter 4 of the City of Olympia 2016 Engineering Design and Development Standards. In addition, Maple Park is also a unique landscaped boulevard that is wholly within the nationally recognized historic south capitol neighborhood. Please see attached proposal for supplemental information.

Size of Proposed Amendment Area: Approximately 1200 linear feet of street.Assessor Tax Parcel Numbers (s): See attached proposal for a list of tax parcel numbers.Site Address (if applicable): Maple Park Avenue SE, downtown Olympia.

Special areas on or near site (show areas on site plan):

- | | |
|--|--|
| <input type="checkbox"/> None | |
| <input type="checkbox"/> Creek or Stream (name): _____ | |
| <input type="checkbox"/> Lake or Pond (name): _____ | |
| <input type="checkbox"/> Swamp/Bog/Wetland | <input type="checkbox"/> Steep Slopes/Draw/Gully/Ravine |
| <input type="checkbox"/> Scenic Vistas | <input checked="" type="checkbox"/> Historic Site or Structure |
| <input type="checkbox"/> Flood Hazard Area | |

I affirm that all answers, statements, and information submitted with this application are correct and accurate to the best of my knowledge. I also affirm ☒ /do not affirm ☐ that I am the owner of the subject site or am duly authorized by the owner to act with respect to this application (in the case of a rezone application). Further, I grant permission from the owner to any and all employees and representatives of the City of Olympia and other governmental agencies to enter upon and inspect said property as reasonably necessary to process this application.

Print Name

Katie K. Pruitt

Signature(s)

[Signature]

Date

3/30/17



GENERAL LAND USE APPLICATION

Attachment 1 - Application



OFFICIAL USE ONLY

Case #: 17-1238

Master File #: _____

Date: _____

Received By: [Signature]

Related Cases: _____

Project Planner: _____

One or more of the following **Supplements** must be attached to this **General Land Use Application** and submitted electronically with the application:

- | | |
|---|--|
| <input type="checkbox"/> Adjacent Property Owner List | <input type="checkbox"/> Large Lot Subdivision |
| <input type="checkbox"/> Annexation Notice of Intent | <input type="checkbox"/> Parking Variance |
| <input type="checkbox"/> Annexation Petition (with BRB Form) | <input type="checkbox"/> Preliminary Long Plat |
| <input type="checkbox"/> Binding Site Plan | <input type="checkbox"/> Preliminary PRD |
| <input type="checkbox"/> Boundary Line Adjustment | <input type="checkbox"/> Reasonable Use Exception (Critical Areas) |
| <input type="checkbox"/> Conditional Use Permit | <input type="checkbox"/> SEPA Checklist |
| <input type="checkbox"/> Design Review – Concept (Major) | <input type="checkbox"/> Shoreline Development Permit (JARPA Form) |
| <input type="checkbox"/> Design Review – Detail | <input type="checkbox"/> Short Plat |
| <input type="checkbox"/> Environmental Review (Critical Area) | <input type="checkbox"/> Soil and Vegetation Plan |
| <input type="checkbox"/> Final Long Plat | <input type="checkbox"/> Variance or Unusual Use (Zoning) |
| <input type="checkbox"/> Final PRD | x Other <u>COMPREHENSIVE PLAN AMENDMENT</u> |
| <input type="checkbox"/> Land Use Review (Site Plan) Supplement | |

Project Name: Maple Park Avenue Transportation Map Amendment

Project Address: Maple Park Avenue SE, downtown Olympia.

Applicant: South Capitol Neighborhood Association

Mailing Address: 205 Maple Park Avenue SE, Olympia, WA 98501

Phone Number(s): 360-628-2882

E-mail Address: katie.knight@yahoo.com

Owner (if other than applicant): _____

Mailing Address: _____

Phone Number(s): _____

Other Authorized Representative (if any): _____

Mailing Address: _____

Phone Number(s): _____

E-mail Address: _____

Project Description: Change street designation of Maple Park Avenue to a lower classification.

Size of Project Site: Approximately 1200 linear feet of street

Assessor Tax Parcel Number(s): see application materials attached

Section: 23

Township: 18

Range: 2W

Full Legal Description of Subject Property (attached ☒):

Zoning: _____

Shoreline Designation (if applicable): _____

Special Areas on or near Site (show areas on site plan):

- | | |
|---|--|
| <input type="checkbox"/> Creek or Stream (name): _____ | <input checked="" type="checkbox"/> Historic Site or Structure |
| <input type="checkbox"/> Lake or Pond (name): _____ | <input type="checkbox"/> Flood Hazard Area (show on site plan) |
| <input type="checkbox"/> Swamp/Bog/Wetland | <input type="checkbox"/> None |
| <input type="checkbox"/> Steep Slopes/Draw/Gully/Ravine | |
| <input type="checkbox"/> Scenic Vistas | |

Water Supply (name of utility if applicable): _____

Existing: _____

Proposed: _____

Sewage Disposal (name of utility if applicable): _____

Existing: _____

Proposed: _____

Access (name of street(s) from which access will be gained): _____

I affirm that all answers, statements, and information submitted with this application are correct and accurate to the best of my knowledge. I also affirm that I am the owner of the subject site or am duly authorized by the owner to act with respect to this application. Further, I grant permission from the owner to any and all employees and representatives of the City of Olympia and other governmental agencies to enter upon and inspect said property as reasonably necessary to process this application. I agree to pay all fees of the City that apply to this application.

Signature



Date

3/30/17

Examiner
Initials

I understand that for the type of application submitted, the applicant is required to pay actual Hearing costs, which may be higher or lower than any deposit amount. I hereby agree to pay any such costs.

Applicants may be required to post the project site with a sign provided by the City within seven days of this application being deemed complete. Please contact City staff for more information.

CITY OF OLYMPIA

2017 COMPREHENSIVE PLAN AMENDMENT

FINAL PROPOSAL

A. Type of proposed amendment

1. Text amendment Map amendment

Map

2. What issue is addressed or problem solved by the proposed amendment?

Change the street designation of Maple Park Ave SE from Major Collector to a lower classification on the Comprehensive Plan Transportation Maps. Maple Park Avenue SE is not a Major Collector street as designated in the Comprehensive Plan Transportation Maps. Maple Park should be changed to a lower street classification to ensure it is not held to engineering and design standards that are inappropriate for this boulevard. Maple Park's historic significance, function as a boulevard with a landscaped park between the Capitol Campus and an historic neighborhood, and low through traffic volumes, among other things merit a lower classification. It primarily functions as a local access street to the neighborhood that serves one entrance to the Plaza parking garage at the Capitol Campus.

B. Proposed map amendment (if any)

All three Transportation 2030 maps and any other associated comprehensive plan maps that include this street designation.

1. If any associated map amendments are proposed, please describe the purpose.

Maps should be amended to change the Major Collector street designation of Maple Park Avenue to a lower designation.

2. Please describe the specific proposed map designation change(s) and related information.

Map(s) proposed to be amended	Acres or square feet	Current Designation(s)	Proposed Designation(s)
Comprehensive Plan Map(s):	1200 linear feet of street	Major Collector	None
Zoning or other Development Code Map(s):	Unknown if needed.		

3. Please submit with the specific site highlighted on the following maps or excerpts and a list of tax parcel numbers for all of the properties directly affected by the proposed map amendment(s):

1. Comprehensive Plan Future Land Use Map
2. Zoning Map
3. Other relevant maps

A. See *Maple Park Avenue on Transportation 2030 Maps*¹

B. *Effected tax parcels are as follows:*

1. 60800200100
2. 60800301100
3. 60800301000
4. 60800300900
5. 60800300800
6. 60800300700
7. 60800300600
8. 60800300500
9. 60800300400
10. 60800300300
11. 60800300200
12. 60800300101
13. 60800401000
14. 60800400800
15. 60800400700
16. 60800400600
17. 60800400500
18. 60800400400
19. 60800400200
20. 56300000700

C. Other information (please feel free to attach any additional information)

1. If a text amendment is proposed, please describe the proposed Comprehensive Plan amendment and provide any specific proposed wording. Please be as specific as possible regarding any text to be deleted, added, etc.

Maple Park Avenue SE is approximately 1200 linear feet of street with a landscaped median that separates one lane of traffic flowing east from one lane of traffic flowing west. It is the entrance to the historic South Capitol neighborhood and a historic park. It is designated as a Major Collector on the City of Olympia Comprehensive Plan Transportation Maps.

¹ <http://olympiawa.gov/city-government/departments/community-planning-and-development/maps-community-planning-and-development.aspx>

Maple Park itself is historic and is wholly within a nationally recognized historic district. No other street with a Major Collector designation has this unique attribute. The Park is identified on the Olympia Streets Map¹ and provides the city of Olympia's most attractive boulevard. The Park platted by Hazard Stevens at the turn of the century (see attached National Historic Register, page 8) provides an attractive greenspace and buffer between the campus and the historic homes. Aesthetics have clearly influenced the development and care of Maple Park.

Our concern with a Major Collector street designation is that it determines standards the street is held to in the Olympia Municipal Code. For example, street lighting standards found in the Engineering Design and Development Standards include .6 foot candles on the street and 1 foot candles at intersections. We do not find Maple Park to have the traffic volume to justify this level of lighting. It currently has at most 0.1 foot candle lighting and is the most intensely lit street, aside from Capitol Way, within the South Capitol neighborhood.

The function of Major Collectors, based on language in the Comprehensive Plan, is to discourage heavy traffic on local access streets. (PT4.13, Transportation Chapter, Connectivity). However, Maple Park is not used to connect traffic between arterials, but rather primarily brings traffic during peak commute hours to the Franklin Street entrance of the Plaza garage for the Capitol Campus. We understand a 2017 traffic volume study was completed in January. We hope the information gathered is able to demonstrate the flow of traffic to access the parking garage or neighborhood, rather than as a pass through or connector.

Outside of commute hours, Maple Park Avenue has very little traffic and functions as a local access for the neighborhood. Vehicles rarely drive speeds more than 20 mph as they are driving no more than 600 feet on the street. A review of the 2016 City of Olympia Engineering Design and Development Standards² revealed the street length, percentage of local traffic, driveway access, street spacing, one-sided street parking, and speed limits are consistent with a Local Access street classification. No characteristics were found to be consistent with the Major Collector classification and only a few are consistent with the Neighborhood Collector classification (mainly traffic volumes).

2. Please describe or explain any development code amendment that you believe might be appropriate to implement the proposed Comprehensive Plan amendment.

² <http://www.codepublishing.com/WA/Olympia/?edds/OlympiaEDDSNT.html>

The 2016 City of Olympia Engineering Design and Development Standards should be amended. Chapter 4, Transportation, Table 1, Street Classification and Number of Lanes should be amended to a lower street classification for Maple Park Avenue.

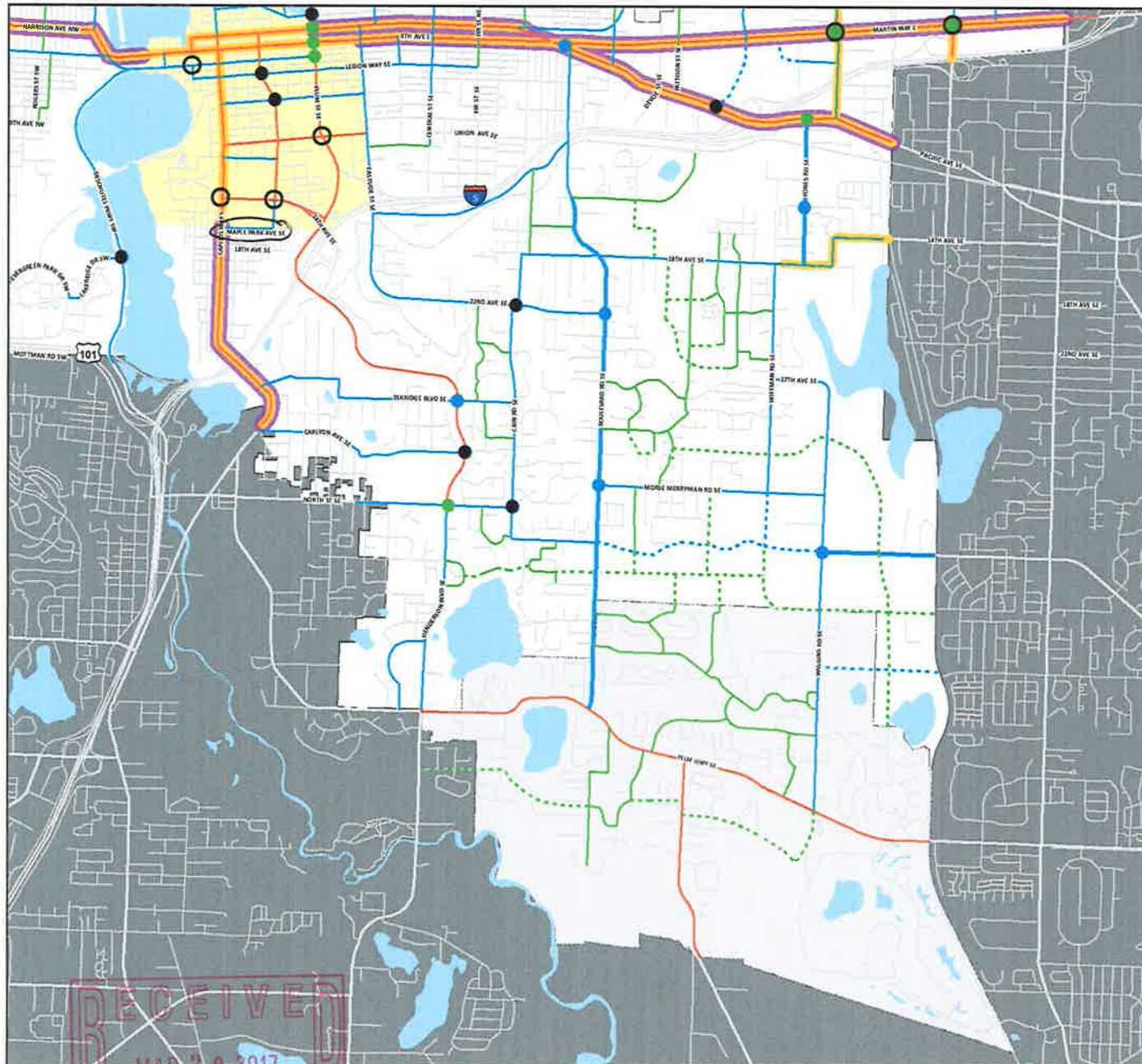
3. Are you aware of any other City of Olympia plans (e.g., water, sewer, transportation) affected by, or needing amending, to implement the proposed amendment? If so, please explain.

The 2016 City of Olympia Engineering Design and Development Standards should be amended. Chapter 4, Transportation, Table 1, Street Classification and Number of Lanes should be amended to a lower street classification for Maple Park Avenue.

Attachments:

- **Transportation Map**
- **Streets Map**
- **National Historic Register – South Capitol Neighborhood**

○ = area of proposed reclassification



City of Olympia | Capital of Washington State

Transportation 2030 Southeast

Publication Date: 12/18/2014 Effective Date: 12/23/2014

Ordinance #6945

- Add Signal or Roundabout
- Add Turn Lanes Only
- Add Roundabout
- Level of Service (LOS) F*
- Existing Arterial
- Widening of Existing Arterial
- Future Arterial
- Existing Major Collector
- Widening of Existing Major Collector
- Future Major Collector
- Existing Neighborhood Collector
- Future Neighborhood Collector
- Strategy Corridor
- Urban Corridor
- Downtown
- Urban Growth Area
- City Limits

* LOS will be allowed to fall below adopted levels of service at these sites. Some types of improvements are appropriate.

Notes:

On Strategy Corridors, level of service may fall below adopted standards. Widening may not be a solution to congestion on these streets. Other improvements are needed for mobility.

In the downtown and along Urban Corridors LOS E will be acceptable on arterial and major collectors. In the rest of the City and Urban Growth Area LOS D is acceptable.

The specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.

All widening projects will be built to current street standards.



0 0.25 0.5
Miles

The City of Olympia and its personnel cannot assure the accuracy, completeness, reliability, or suitability of the information for any particular purpose. The parcels, rights-of-ways, utilities and structures depicted herein 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.



United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

Section number 7 Page 7



In addition to the Lord and McCleary mansions, Wohleb also designed the neighborhood Lincoln School in his signature Mission Revival style. Built in 1923 while Wohleb was Olympia School District architect, its notable features include a tiled parapet, plaques, cast stone arches, and friezes. Wohleb's residential works in the district include houses in the Colonial Revival and Craftsman/Bungalow styles. Interestingly, Wohleb built his own home in the neighborhood in 1926, on W. 21st St. facing the Lord and McCleary mansions, just after the houses were built.

The "Frog Pond" store, at 2102 S. Capitol Way, has been a fixture in the neighborhood since 1910. The false front style building has been altered over the years with non-historic siding; but, the simple building retains its siting and general form and shape. Two churches are also located in the neighborhood. Trinity Lutheran Church, built in 1955 (and therefore noncontributing) replaces an earlier church built in 1908 at that same location. The church is quite similar in style to the earlier structure. The St. John's Episcopal Church and parish hall were built in the 1950's in a design by Seattle architects Richardson, Carlson & Dentlie, with the newer section dating from the late 1980's. The structure is noncontributing.

The district encompasses two significant open spaces. Stevens Field, long a center of recreation in Olympia, was originally part of the Clanrick Crosby and Enoch Wilson Donation Land Claims. The area was platted by Hazard Stevens, son of first territorial governor Isaac Stevens. George C. Mills, a local hardware dealer and school trustee purchased the land and deeded it to the Olympia School District for \$6,000 in 1921 for athletic purposes. Toilets, water service and bleachers were installed. An agricultural fair was one of the first events there. The water tower was built in 1933-34 and is 254 feet above sea level with a capacity of 250,000 gallons.

Maple Park was created in 1871 as part of the Hazard Stevens plat. Stevens deeded four acres between Main (Capitol Way) and Jefferson Street for a public park with the proviso that the city pay for the planting of 100 maple trees and protect them. By December 5, 1871, Stevens reported that he had planted the trees and received \$200 for the work done. During the expansion of the capitol campus in the early 1970's the original trees were removed and a parkway added adjacent to the enlarged capitol grounds. The maples were replanted in 1971.

Contributing/Non-Contributing Criteria:

Of the 443 primary properties included with the district boundaries (exclusive of garages), 314 (or 71%) contribute to the significance of the district because of their architectural importance, their association with people important to the development of state government or the city, their construction during the period of historical significance (1878-1941), and for their retention of general integrity of historic form, design and character.



= Maple Park

