

**Attachment A:
City of Yelm Staff Report
and City Ordinance 907**



City of Yelm

STAFF REPORT

To: Mayor Ron Harding
Yelm City Council

From: Tami Merriman, Associate Planner
Kathy McCormick, Senior Planner

Date: July 13, 2009 (for July 28th City Council Meeting)

Subj: 2009 Comprehensive Plan Update

Recommendation

Adopt Ordinance Number 907 amending the Yelm Comprehensive Plan consistent with the policies of the Growth Management Act, and adopt the 2009 Transportation System Plan Update.

Background

The City of Yelm is required to plan under the Growth Management Act, a provision of which requires that City's Comprehensive Plan be reviewed every seven years and, if needed, revise the plan to ensure that it is still consistent with the policies of the Act.

The capital facilities plan element requires that we plan for the 20 year projected growth as well as a six-year plan that will finance such capital facilities.

In 2007 The City transferred the goals and policies from the Transportation Plan into the transportation chapter of the Yelm Comprehensive Plan. That left the Transportation System Plan with the details of improvements needed, and a list of projected improvements required to meet the 20 year projected growth. A detailed study and traffic modeling was completed by City staff, the Yelm Transportation Committee, and the Thurston Regional Planning Council based on the 2007 population projections adopted by both the City and the County. The model showed future traffic movement without any improvements as a base model, and future movement with 10 new proposed street connections. The model shows great improvement with all connections, and also shows that some connections create improvement only when in conjunction with other improvements.

The result of the modeling is 2-part. One is a new list of traffic improvements that accommodate the 20 year projected growth. The Transportation System Plan expands that list with a detailed description of the projects, the need for each, constraints that may

be faced, and estimated cost. The second part is an updated 20 year transportation improvement map and a bicycle map that must be adopted into the Yelm Comprehensive Plan.

The process to approve this amendment included sending the proposed amendment to all required state agency representatives, and posting all notices and staff reports on the Yelm website. The Yelm Planning Commission was briefed at several meetings, and held a public hearing on June 15, 2009. Eleven people testified. A summary of their testimony and our response is attached.

The Thurston County Planning Commission and Thurston County Commissioners will also be briefed and will hold a public hearing, as this is a joint plan amendment.

Current Situation

Before City Council is an Ordinance to adopt the proposed map amendments to the Yelm Comprehensive Plan, and also adoption of the 2009 Transportation System Plan Update.

The Yelm Planning Commission has reviewed the proposed amendments, has undertaken a significant public participation program, and held a public hearing. Based on comments received at the hearing (summary of public comments are attached), the Planning Commission recommends that the Council adopt the proposed Transportation System Plan amendment, and the Comprehensive Plan maps with a note that before the Y1 project is moved to the six year transportation improvement plan, that further study be completed.

The proposed Transportation System Plan and Comprehensive Plan maps were distributed to Council at the June 24th Study Session meeting, with supporting information presented by staff.

Summary of Public Testimony and response:

Bill Hashim

Given the City's appeal of JZ Knight's case against the water rights issue for the City of Yelm we know the build out scenario is far from uncertain. It seems to not make good sense to adopt some transportation planning until we know the results of that, wait until the appeal of the water rights issue. If there is no build out scenario that the transportation plan is based on, why even adopt it. People that live on 93rd don't want Y1. It appears that the Y1 is on the map because city council does not like RSE.

Response:

An appeal of any land use permit does not negate the need and requirement to plan for projected growth. The transportation plan is based on projected growth rates from the Washington State Office of Financial Management and Thurston County, not current land use applications. The City of Yelm must plan for the build out of the land within the City limits, as well as the adopted Urban Growth Areas. The Y1 connection has been in the Transportation plan since 1992 as part of the Loop system.

Steve Klein

I would like to specifically ask that Y1 be removed from this map. Y1 is specifically there to connect Tahoma Terra, and indeed Thurston Highlands when that project gets approved, to 93rd Avenue. 93rd is not an arterial, it is not designed or built to be able to handle the traffic load that would come through there. Phase I & II of the Yelm loop should be added to the map, because the traffic will terminate at Cullens Road which cannot handle truck traffic. There is no traffic light at Cullen Road so I assume we are going to have to put a traffic light there as well.

Response:

As stated above, Y1 is part of a loop system that has been planned since 1992. In 1994, when the SW Yelm annexation occurred, a boulevard was planned south to SR 507. Y1 was moved west to avoid wetlands and provide a better connection to the boulevard. When the Y1 connection is made to 93rd Avenue, 93rd would be improved to a functional classification that would handle the traffic load. Nothing prohibits the construction of a transportation project in phases without being identified within the transportation plan. The Y4 mini-loop was a single project constructed in 4 stages.

Jean Handley

The City keeps moving forward with plans for growth, and say that concurrency is in the bag because you have a plan. I feel you are putting the cart before the horse. You are planning for the future when you have not taken care of the past. The map looks the same now as 20 years ago. I have to ask why are we so concerned about 93rd when the debris of ideas that account for these traffic messes all week long are still hanging in the balance? You can keep this plan but to operate with concurrency under a falsehood with the confession of the Mayor growth, growth, growth and you don't have the infrastructure and you don't the money to fulfill that.

Response:

The Yelm transportation plan that has been in effect since 1992 is being fulfilled. Many projects listed in the plan have been completed and new projects added. The City has been very instrumental in the procurement of funds for the Loop project, from completing the Corridor Study and Environmental Assessment, the beginning engineering plans, and the funds for right-of-way acquisition, as well as preserving right-of-way during development. The City was also instrumental in the conversion of left over right-of-way funds to a phase I construction. The original plan had the Y4 connections listed, those are now complete, Y5 Yelm Avenue improvements are now complete, Y7 Tahoma Blvd connection is now complete. Analysis in the 1997 and 2001 update removed some of the improvements and added others. Of the 22 projects listed, another 12 have been completed. There seems to be no time that the City is not working on completing needed projects within the Transportation Plan.

Diane D'Acuti

93rd is a dead end street. All the homes on 93rd are acres plus home. They are not building communities. Everybody is there because they love the land, they love the fact that it's a dead end, there is not through traffic on there. All the building is taking place at Tahoma Terra and Thurston Highlands and 507. You already have improved roads. Make your connections where the buildings are going to be.

Response:

As stated above, the need for the 93rd Avenue Connection has been shown since before the SW Yelm annexation. As growth occurs within the City, additional roads and connections are required to keep cars moving. The area of Y1 is in the Urban Growth Area of the City, and will be where urban growth will occur in the future.

Gorden Merklin

I agree with the rest of the people here. I have another problem, I have called the Thurston County Sherriff, the Yelm Police Department and no one seems to care about the control of the traffic on that street. I see cars going up and down that street 80, 90 and 100 miles an hour up that street. Somebody is going to get killed out there. Thank you.

Response:

These traffic violations are an issue for the Thurston County Sherriff and not part of the Transportation System Plan.

Rosalie Saecker

I am the current owner of property on 93rd Avenue which borders the road which you are looking at putting an access through. I would like to ask you to consider not to do that. There is good access coming out of Tahoma Terra on Tahoma Blvd. that used to be Berry Valley. We have a small quiet neighborhood with very few cars going in and out, putting an access road would dramatically change the nature of our little neighborhood. Not to mention probably taking out a few really nice old trees.

Response:

Please see response to Diane D'Acuti above.

Nina Merklin

My concern is where 93rd joins Yelm Avenue. It's really difficult to get out there now. If we added the traffic flow from Tahoma Terra that is going to increase that traffic flow. There is no light there and it's going to make it much more difficult to get out. It is also going to slow traffic that goes up Yelm Avenue now.

Response:

As stated above in response to Steve Klein, when a street connection is made to 93rd Avenue, it will be upgraded to a functional classification that will handle the traffic load. Improvements to the intersection of 93rd and Yelm Avenue is listed in the transportation Plan as Y5A. The realignment and probable traffic signal is listed as a needed improvement and will be required when the impact occurs.

Dale Vaughn

We live right on that road. That's the access road into our house. My question is that when you look at everything why they don't consider going from Southworth School by Fort Lewis and by-passing all that stuff. Why don't they take it around the back if you want to improve the traffic situation? I don't see why you have to go through everyone's houses.

Response:

Moving the Y1 further west, from the Southworth Elementary School west of the private properties would require the roadway traveling through the Fort Lewis Army training facility. A public road in an army training facility is not feasible.

Diane D'Acuti

In listening to some of the conversations I would just like to implore you again with everything going on we are looking at this little access onto 93rd to take care of a few extra cars and I'm asking you, as a resident, who's property will be effected not only by the traffic but if the road is improved I will lose some of my property. For the few extra, you have already made improvements and you access to major places I'm asking you to please eliminate that access to 93rd.

Steve Klein

I would like to state in response to what staff just reported to you Thurston Highlands and Tahoma Terra in all of the Phases had an EIS. At no time in any of the hearings, anywhere, was Y1 included on that. So I want to be very clear that regardless of what they are stating concerning the planning it has nothing to do with Thurston Highlands and Tahoma Terra because know where was their traffic going to be mitigated by Y1 to 93rd and that needs to be made clear. Thank you.

Response:

The Thurston Highlands Environmental Impact Statement (EIS) specifically stated: "Results of current and future planning indicate the potential need for an arterial roadway between the two state highways (SR510 & SR 507) to serve the southwest portion of Yelm. The actual need for and location of future connections was assessed in this transportation impact analysis and in the Thurston Highlands Draft Environmental Impact Statement (DEIS). If required, connection to the north in the vicinity of 93rd avenue SE would be primarily based on the land use development of

the area, and traffic circulation and access requirement of the Thurston Highlands property.

Mary Jane Friend

I'm looking at your map and where 510 goes down and connects to this Y3. 89th Lane SE, 89th Avenue SE, 93rd and there is a little line off of 93rd. Are those all suppose to be county improved roads?

Response:

The map is missing the future alignment of Tahoma Boulevard, extending southward and connecting to SR 507. The map has been amended.

Pam Paizo

Why do we have so many traffic lights and they didn't consider any roundabouts which would keep traffic moving? A round about would make a difference in two places, down in the five corners area named Creek Street and coming out of Tahoma Blvd.

Response:

The SR 510 Yelm Loop includes two roundabouts, one located at the entrance to the loop at Mud Run Road, and another located at Wilkensen Road. The City analyzes appropriate signalization before the improvement occurs.

Debbie Moss

Thurston Highlands doesn't have a shot in hell unless they have another road that goes down 93rd. Is this a cover up? Are you guys listening to us? We don't want that road going down 93rd. It's a dead end on purpose.

CITY OF YELM
ORDINANCE NO. 907

AN ORDINANCE AMENDING THE YELM COMPREHENSIVE PLAN
MAP 11 TRAIL AND BICYCLE MAP, AND MAP 14 20-YEAR TRANSPORTATION IMPROVEMENT PLAN
AND ADOPTING THE 2009 TRANSPORTATION PLAN UPDATE

WHEREAS, The City of Yelm is required to plan under Section 36.70A.040 RCW; and
WHEREAS, in compliance with the Washington State Growth Management Act, Chapter 36.70A RCW, the City of Yelm adopted a Comprehensive Plan in 1994, and has amended the plan on several occasions since that time; and

WHEREAS, in accordance with Section 36.70A.130 RCW, an adopted Comprehensive Plan shall be subject to continuing evaluation and review, and amendments to the Comprehensive Plan shall be considered no more frequently than once every year; and

WHEREAS, the Community Development Department prepared a draft proposed update to the Transportation System Plan that included the latest available information for Thurston County and Yelm, and updated the 20-year Transportation Plan Map and the Yelm Trails Map within the Comprehensive Plan that will ensure that the plan is consistent with the provisions of the Growth Management Act and the Thurston County Comprehensive Plan; and

WHEREAS, the public review process for the proposed amendments included public hearings before the Yelm Planning Commission and the Yelm City Council, official notices for written public comment, and posting information to the City of Yelm website; and

WHEREAS, the public participation program included notification of interested Departments of Washington State, email distribution to any person expressing interest in the review and the posting of all pertinent drafts, notices, staff reports and public comment on the City's web site, and

WHEREAS, the draft updates along with official notice were emailed on May 19, 2009, to the following State and Federal Agencies:

- ✓ Washington Department of Community, Trade, and Economic Development
- ✓ Washington Department of Natural Resources
- ✓ Washington department of Fish and Wildlife
- ✓ Washington Department of Ecology
- ✓ Washington Department of Health
- ✓ Washington Department of Transportation
- ✓ Washington Department of Social and Health Services
- ✓ Washington State Parks
- ✓ Interagency Committee for Outdoor Recreation
- ✓ Washington Department of Corrections
- ✓ United States Army, Fort Lewis
- ✓ Nisqually Indian Tribe
- ✓ Puget Sound Action Team; and

WHEREAS, the Planning Commission held a duly advertised public hearing on the revised draft of the proposed amendments on June 15, 2009, at which time received written comments, and

WHEREAS, the Commission reviewed all comments on the proposed update and voted to recommend that the Yelm City Council adopt the proposed comprehensive plan amendment, and the 2009 Transportation System Plan update, and

WHEREAS, the Yelm City Council considered the recommendation of the Yelm Planning Commission and held a duly advertised public hearing on said recommendation on July 28, 2009, and

WHEREAS, the Council finds it necessary and in the public interest that the Yelm Comprehensive Plan be amended as indicated below;

NOW, THEREFORE, THE YELM CITY COUNCIL DOES ORDAIN AS FOLLOWS:

Section 1. The Yelm Comprehensive Plan is updated as identified in Attachment A to this Ordinance.

Section 2. The Transportation System Plan is updated as identified in Attachment B tot his Ordinance.

Section 3. Severability. If any provisions of this Ordinance or its application to any person or circumstance is held invalid, the remainder of the Ordinance or the application of the provision to other persons or circumstances is not affected.

Section 4. The Ordinance shall be in full force and effect and after its passage, approval, and publication as provided by law.

PASSED by the City Council of Yelm this 28th day of July, 2009.

Ron Harding, Mayor
Authenticated:

Janine A. Schnepf, City Clerk.

PUBLISHED: *Nisqually Valley News*, August 7, 2009
EFFECTIVE DATE: August 14, 2009

Attachment A

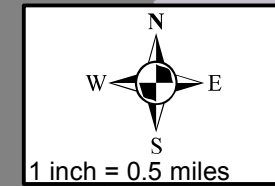
Map #11 Yelm Area Trail / Bicycle Map dated 2009

And

Map #14 20-Year Transportation Plan (2005 – 2030) Map dated 2009

NISQUALLY INDIAN RESERVATION

City of Yelm Yelm Area Trail / Bicycle Map



1 inch = 0.5 miles

City of Yelm
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Legend

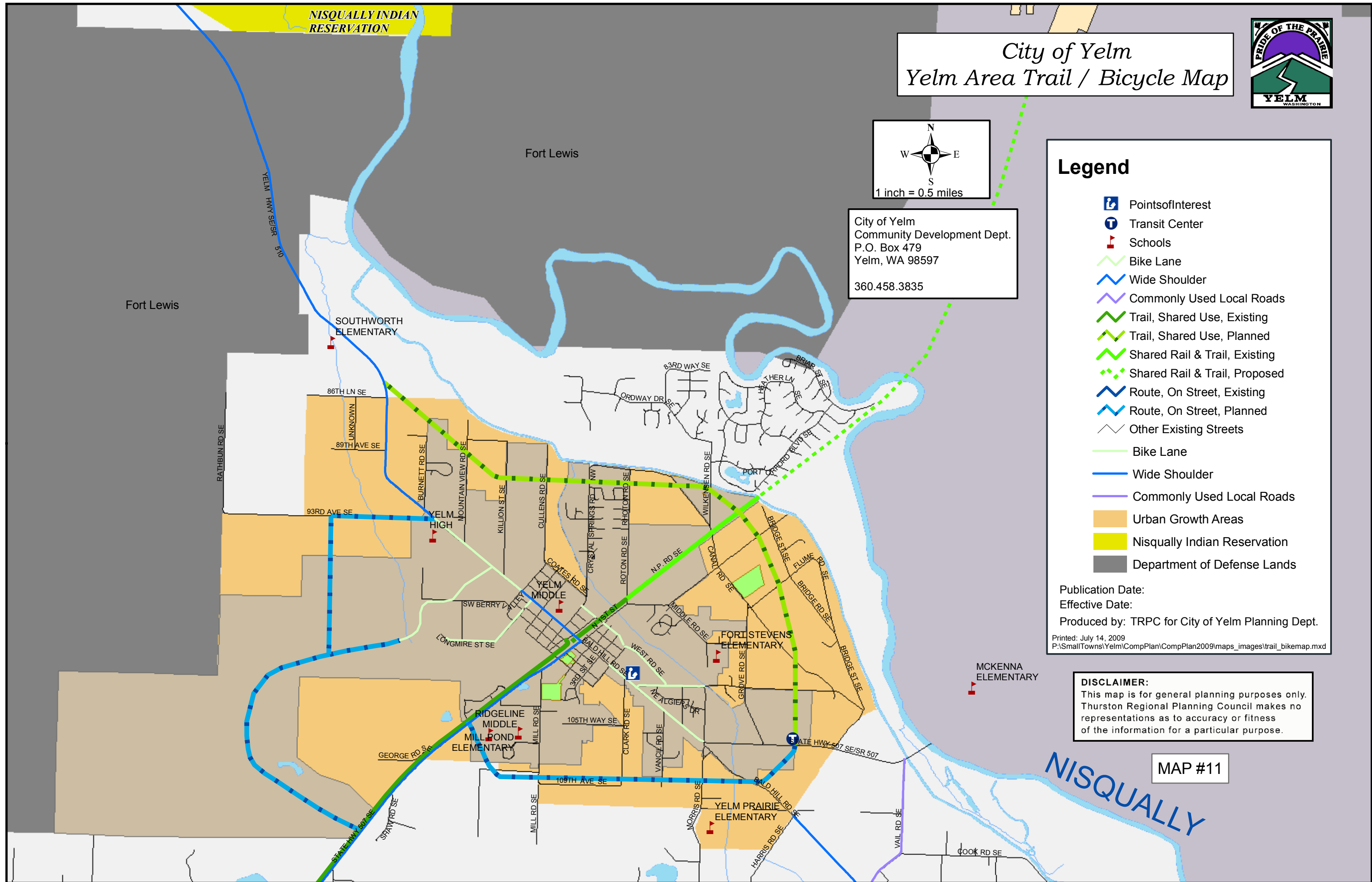
- PointsofInterest
- Transit Center
- Schools
- Bike Lane
- Wide Shoulder
- Commonly Used Local Roads
- Trail, Shared Use, Existing
- Trail, Shared Use, Planned
- Shared Rail & Trail, Existing
- Shared Rail & Trail, Proposed
- Route, On Street, Existing
- Route, On Street, Planned
- Other Existing Streets
- Bike Lane
- Wide Shoulder
- Commonly Used Local Roads
- Urban Growth Areas
- Nisqually Indian Reservation
- Department of Defense Lands

Publication Date:
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Produced by: TRPC for City of Yelm Planning Dept.

Printed: July 14, 2009
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DISCLAIMER:
This map is for general planning purposes only. Thurston Regional Planning Council makes no representations as to accuracy or fitness of the information for a particular purpose.

MAP #11



Transportation Project Plan

NC = New Construction
R = Reconstruction

- Y1 – SR 510 to SR 507 Loop
- Y2 – SR 507 Yelm Loop
- Y2A – Vancil Road to Morris Road
- Y2B – Morris Road to Bald Hill Road
- Y2C – Bald Hill Rd to SR 507/SR 510 Yelm Loop Intersection
- Y3 – SR 510 to SR 507/SR 510 Yelm Loop Intersection
- Y4 – Northern Mini Loop
- Y4A – Killion Road to Coates Road (NC)
- Y4B - West Road Improvements (R)
- Y4C - 103rd Ave between Creek St and SR 510 Yelm Loop
- Y5 – Yelm Avenue Improvements
- Y5A - Burnett Rd/93rd Ave Intersection Realignment
- Y5B - Longmire Street Signal
- Y5C - CBD between Cullens Rd and 4th St
- Y5D - SR 507 between Creek St and SR 510 Yelm Loop Intersection
- Y6 - 105th Avenue Mini-Loop
- Y6A – Mill Road/SR 507 Intersection Realignment
- Y6B – Mill Road Vertical Realignment
- Y6C - Mill Road to 105th Avenue (NC)
- Y6D - 105th Avenue Extension Clark Road to Vancil Road (NC)
- Y7 – Prairie Line Railroad
- Y7A - Connect Prairie Line to Tacoma Rail Mountain Line
- Y7B - Rail Trail between Power Canal and Roy
- Y8 - Southern Mini-Loop
- Y8A – Extend Mosman from Longmire to Solberg (NC)
- Y8B – Solberg Improvements Yelm Avenue to Mosman (R)
- Y8C – Mosman Improvements from Solberg to SR 507 (R)
- Y8D - Mosman/SR 507 Intersection Realignment
- Y8E - Mosman Improvements SR 507 to 4th (R)
- Y8F - Extend Mosman from 4th to Clark (NC)
- Y9 – Bald Hill Road (R)
- Y10 – N.P. Road (R)
- Y11 – Parkview Dr (NC)
- Y11A - Parkview Dr Phase I Pedestrian Connection
- Y11B - Parkview Dr Phase II Vehicular Connection
- Y12 – View Drive (R)
- Y13 – Rhoton Road Improvements 1st Street to Canal Road
- Y14 – Central Business District Sidewalks

City of Yelm 20 Year Transportation Plan (2005-2030)



Legend

- Library
- Schools
- High Schools
- Transit Center
- Planned Improvements
- Shared Use Trail, Existing
- Shared Rail & Trail, Existing
- Shared Rail & Trail, Proposed
- Other Existing Streets
- Urban Growth Areas
- Nisqually Indian Reservation
- Department of Defense Lands

Publication Date:

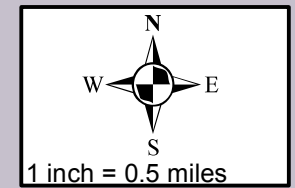
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MAP #14

