PARK PROPERTY SOUTH BORDER TO GARFIELD TRAIL

EAST SIDE OF THE STREET:
- This area is part of the frontage for the proposed West Bay Park.
- Parts of this area have great potential for panoramic views of downtown Olympia; benches are recommended.
- To keep the bicycle network continuous, bicycle lanes will be placed adjacent to the vehicle travel lanes.
- To accommodate the loss of parking in the section of the street to the south, pocket parking will be added if it can be achieved without requiring a retaining wall greater than 3-feet in height. Parking will be broken up or non-continuous using bulb-out type landscaping to keep the street profile small and encourage slower vehicle speeds. It will replace the landscape strip.
- In parts of this section retaining walls will likely be needed. In order to minimize the height of the retaining walls, there are three recommended variations on street improvements recommended, which all relate to the width of the landscape strip. The optimum is to keep the retaining walls 3-feet or less in height because this is the threshold where retaining walls begin to require more structured engineering.
  A) Flat slope – Retaining wall less than 3-feet – 8-foot pocket parking with landscape bulb-outs between the sidewalk and bicycle lane.
  B) Moderate slope – Retaining wall approximately 3-feet – No separate landscape strip but 10-foot sidewalk with street trees.
  C) Steep slope – Retaining wall greater than 3-feet – No landscape or pocket parking strip.
- To provide safety for pedestrians a handrail will be required wherever there is a retaining wall (drop off) next to the sidewalk or if the slope is greater than a 2:1 (horizontal to vertical) grade.

WEST SIDE OF THE STREET:
- This area is both developed and steep, therefore no widening is recommended on the west side of the street. (widening in this area would make the steep driveways much steeper and possibly unusable.)
- To give residents other options for parking for guests and during inclement weather, pocket parking is recommended for the area just north of where the existing sidewalk ends today. In this area it is possible to get bicycle lanes and parking without building high retaining walls or impacting any existing businesses or residences. Parking on Sherman Street is also available.
- If this area does redevelop, the potential for planter strips should be evaluated with similar criteria as those in the "West side of the street – north of Brawne Avenue" section.

GARFIELD TRAIL INTERSECTION:
- Install a pedestrian crossing island with a minimum width of 6-feet, provided no significant topographic constraints exist.