OPC Final Deliberations
Comprehensive Plan Update
Date: February 11, 2013

OPC Sponsor Proposals

Topic: #A3, High Density Corridors

OPC Sponsors: Rob Richards, Paul Ingman, Roger Horn

Note from staff: Based on previous public comment and Commission discussion, as well as the proposals submitted by sponsors below, it is clear that discussion of this topic involves several aspects. In addition to ideas presented by sponsors, there is a need for the Commission to vote on several substantive changes proposed by staff. In an effort to organize the material below, I have put them into four categories and made staff notes in italics. This is not intended to preordain the order of discussion, which is to be determined by Chair Parker. Topics include consideration of:

1. *Changes to the Future Land Use Map*
2. *Focus Areas*
3. *Transit policies*
4. *New goal and policies for urban corridor areas*

\- *Amy Buckler*

1. **Consideration of changes to the Future Land Use Map**
   Recommendations on the Non-Consent Items #10 and #11 are needed. Alternative proposals were not submitted for the packet. This discussion could include whether or not to recommend removing neighborhoods south of I-5 from the Urban Corridor, as that would require a change to the proposed future land use map.

   Proposed in the July Draft:

   Non-Consent Item #10 – Land Use Chapter
   Revised Future Land Use Map: amended to consolidate 34 categories into 14 with less definite boundaries. See FSEIS, page 86 for explanation.

   Non-Consent Item #11 – Land Use Chapter
   Revised Future Land Use Map:
   - High-Rise Multi-family category within Heritage Park deleted.
   - South Bay Road area proposed to change from Light Industrial to Auto Services.
   - Capitol Campus proposed to change from Cap Campus/Comm. Srvs. High Density (CC/CSHD) to Planned Development.
   - Henderson Park to change from CC/CSHD to General Commercial.
   - Two Professional Office blocks near City Justice Center changing to City Center.
   - LOTT treatment plant changing from Industry to Urban Waterfront.
   - Text description of “Auto Services” added.

   See FSEIS, page 88 for explanation.

2. **Consideration of Focus Areas**

The July Draft outlines focus areas, which are select areas of Olympia identified for further study, both in and out of the Urban Corridors. Three focus areas fall within the Urban Corridors (see the proposed Transportation Corridors map in the July Draft.) Related to these areas, staff proposed policies PL12.1 and PL12.4 in the July Draft, which the Commission pulled off the Consent Agenda for further discussion. Commissioner Horn has proposed a revision, as explained below:

Non-Consent Item #22- Land Use & Urban Design Chapter:

Proposed in the July Draft (see FSEIS, page 106 for explanation):

PL12.1: Maximize the potential of the Capital Mall area as a regional shopping center by encouraging development that caters to a regional market, by providing pedestrian walkways between businesses and areas; by increasing shopper-convenience and reducing traffic by supporting transit service linked to downtown; by encouraging redevelopment of parking areas with buildings and parking structures; and by encouraging the integration of multifamily housing.

PL12.4: Plan for redevelopment of the Stoll Road area and that area bounded by Lilly Road, Pacific Avenue and I-5 as 'focus areas' adjacent to the Pacific Avenue and Martin Way urban corridors to include retail, office, personal and professional services and high density housing with a minimum residential density of about 15 units per acre; planning for these areas should encompass consideration of redevelopment and improvement of nearby portions of the urban corridor.

Sponsor Proposal:

LU12.1 – okay as proposed in July Draft

LU12.4: Plan for redevelopment of the Stoll Road area and that area bounded by Lilly Road, Pacific Avenue and I-5 as 'focus areas' adjacent to the Pacific Avenue and Martin Way urban corridors to include retail, office, personal and professional services and high density housing ~~with a minimum residential density of about 15 units per acre~~; planning for these areas should encompass consideration of redevelopment and improvement of nearby portions of the urban corridor.

Rationale: Specifying a minimum residential density for this area limits the options for developing these areas. This proposal would retain the requirement for high density housing but would allow more flexibility for using the land for hotel, corporate or state offices, retail, or other mixed uses that may be appropriate for these areas. More specificity could be provided in development regulations when more information about development plans is known.

3. **Consideration of Transit Policies**

Urban Corridors are closely related to major bus corridors in our region. Goals T16 and policies PT16.4 and PT16.7 relate to bus corridors, and the Commission pulled these off the Consent Agenda for further discussion. Alternative proposals were not submitted for the packet.

Non-Consent Item #24 - Transportation Chapter:

Proposed in the July Draft (see FSEIS, page 126 for explanation):

T16: Bus corridors have high-quality transit service allowing people to ride the bus spontaneously, and easily replace car trips with trips by bus.

PT16.4: Coordinate with Intercity Transit to implement signal priority, bypass lanes, exclusive transit lanes, and other transit priority measures where needed for transit speed and priority.

PT16.7: Reduce parking requirements along bus corridors.

4. **Consideration of new goal and policies for**

Commissioner Ingman proposes new goal and policies for High Density Neighborhoods.

GOAL: High Density Neighborhoods (HDN) are located at a number of designated sites: Downtown; Pacific/Martin; and Capital Mall, which are models of Green Cities and primarily are walk-dependent and bike-dependent neighborhoods.

POLICIES:

P1 - Replace the fossil-based "High Density Corridor" with Green City models of "High Density Neighborhoods" that compact and concentrate: affordable housing; urban green spaces; and commercial uses.

P2 - Protect and preserve single-family residential housing in Low Density Neighborhoods (LDN). Prevent increased densities into auto-dependent neighborhoods. Stop growth and densification for higher density residential housing typologies into Low-Density single family residential neighborhoods, except for ADU.

P3 – Provide dense vegetative buffers between commercial districts and residential neighborhoods.

P4 - Replace the intense HDC commercial land-uses at city entrances and along major arterials through the state capital city of Washington with large -scale civic tree-lined

boulevards. Four lane arterials involve: one designated lane for buses, trolleys, and other multi-passenger vehicles; one designated lane for a green bike lane; and two designated lanes for motorized vehicles (Green Streets have fewer lanes for motorized vehicles and increased pedestrian attributes).

P5 – Green City neighborhoods emerge from public processes that continuously involve citizens, city officials, and managed by professional urban designers as prime, which replaces the traditional frame of piece-meal development.

"A society grows great when …(elders) plant trees, whose shade they know they shall never sit in." Greek Proverb [10]

INTRODUCTION

Today, in a decade of global uncertainty, social inequity, and environmental degradation, we have brought into question the conventional wisdom, calling for reassessment of traditional notions of urbanity.[11] The concept of High Density Corridors is one of those notions that compounds issues of urban inequity, internal city sprawl, and other multifaceted problems that threaten Olympia from climate change and sea level rise. As an alternative, *Green City* models compact and concentrate life's needs into High Density Neighborhoods (HDN) and replaces traditional frames and antiquated 'business as usual' paradigms formed from the *fossil-based urban model* that represent: linear spatial configuration of the High Density Corridor (HDC); "…strip commercial …" development; dependency on motorized vehicles; and the dislocation and decentralization of neighborhoods and single family housing.

This proposal summarizes a few negative impacts that are associated with urban issues and linked to the obsoleteness' of the fossil-based High Density Corridors. This proposal provides alternatives towards the 21st century renaissance of a Green City. Although the proposal briefly outlines a few negative impacts of HDC on Health and Neighborhoods, it does not address the many important issues affected: greenhouse gases; energy; mobility; convenience; density; outdoor spaces; images of our state capitol city; social support systems; economic revitalization of downtown; treatment of HD arterials; and affordable housing.

Formal public hearings involving the Comprehensive Plan for HDC identified the public's lack of support for them and numerous "…contradictions …"and "…conflicts…" associated with HDC. The purpose of this proposal is to identify a few problems associated with the HDC. The weakness of this proposal is that it does not represent all

the HDC problems, and does not represent HDC's problems in an exhaustive or in depth analysis.

Although Olympia has the spatial capacity to accommodate a number of large-scale High Density Neighborhoods, the City of Olympia does not have a single High Density Neighborhood (HDN). To understand the concept and benefits of HDN, the city's work plan requires time to reveal the countless internal inconsistencies and contradictions of antiquated fossil-based urban model of a HDC.

PROBLEM STATEMENT

On January 12, 2013, the City Council developed work plans for 2013, which revealed that the "Olympia council wants people downtown…" [2] The City Council wants to find "…ways to promote Olympia and its downtown core to attract visitors, but to make it more inviting to residents again." [2] At the same time, the Comprehensive Plan demonstrated that the total planned growth over the next 25 years in the downtown is dramatically inadequate to achieve the City Council's objectives.

First, the total planned growth for the City of Olympia in 2035 is 26,087 people. However, Olympia's downtown's total planned growth is less than 4% for the next 25 years. In other words, 24 out of every 25 new residents to Olympia will live anyway but downtown. Further, more than 2 out of every 3 new residents to Olympia within the planned growth are to live near the edges of the city limits, which exasperated urban sprawl, rather than encouraging more centralized growth in the City of Olympia's downtown urban core.

Second, testimony from formal public hearings verified that neighborhoods oppose the HDC concept.

Third, the total planned growth of the HDC, excluding the HDN, is 251 people or less than one percent of the growth for the next 25 years, while HDC land uses consume almost 1,000 acres. In other words, the HDC for the next 25 years adds 1 new resident for every 4 acres. The HDC appears no more than a Low Density Neighborhood (LDN) that is slated for "… redevelopment…"[5] and commercialization of local neighborhoods,[6] and the displacement and relocation of single family residential neighborhoods.

IMPACTS OF HIGH DENSITY CORRIDORS ON HEALTH

Traffic-related air pollution (TRAP) has been linked to a number of adverse health outcomes or risk factors that are associated with chronic disease development. Traffic related air pollution has been linked to cardiovascular (heart disease and stroke) mortality and overall mortality (death). Nitrogen dioxide is a TRAP gas. People with

higher exposure to nitrogen dioxide from traffic have been found to have a 26% increase risk of cardiovascular death and 13% increase risk of death overall[13]. When people exposed to more TRAP were compared to those with less TRAP exposure, those with higher exposure showed markers for atherosclerosis (increased carotid artery intima media thickness (CIMT)) [14]. Another study in California supported this finding. The study showed that those living within 300 feet of a highway had much more rapid increases in their CIMT [15]. Other research found, that people living within 200 meters (tenth of a mile) or less of roadway with volumes as low as 20,000-40,000 cars a day had increased C-reactive protein levels and increased pulse-pressure. Both are markers for cardiovascular disease development [16]. A study of over 13,000 middle aged men and women found that those that lived within 300 meters (1/5 mile) of a major road for an extended period of time had an increased risk of coronary heart disease[17].

The strongest most consistent TRAP health risk has been the exacerbation or development of asthma and respiratory symptoms in children. Multiple studies in different countries have shown this risk. Children that breathe more roadway air pollution at home and at schools are at higher risk of developing asthma[18]. Kids that live at a distance of a tenth of a mile or less of a road having relatively low levels of vehicle traffic have been shown to have a 70% increased risk of experiencing wheezing [19]. A study was done in British Columbia of 38,000 children with varying exposure to air pollution in utero and during their first year of life. The study found that children were at increased odds of developing asthma if they were exposed to air pollution and that children exposed to TRAP had the highest risk of asthma[20].

Traffic-related air pollution has also been found to increase the odds of pre term (early) births and preeclampsia (a pregnancy complication) [21, 22]. A survey study in Sweden found that people who lived near road traffic noise at 64 decibels and above were more likely to report they had high blood pressure[23].

A British Canadian study looked at neighborhood design and found that urban areas that are designed-for walking may inadvertently expose their residents to higher levels of TRAP. Additionally, people of lower socio-economic status often have the highest levels of exposure. The authors highlight that their research supports policies for siting residential buildings (especially schools, daycare centers, and assisted living facilities) back from major transportation corridors[24].

IMPACTS OF HIGH DENSITY CORRIDORS ON NEIGHBORHOODS

Landmark studies have revealed the impact of HDC physical environments on human behavior. These studies have shown that High Density Corridors cause environmental stress in humans and as well as other outcomes. HDC were associated with less social interaction, street activity, and withdrawal from the physical environment as a result of HDC erosion of environmental quality. Further, research by

J.M. Thompson calculated that living within 600 feet of a HDC had implications on people who suffered from a deteriorated environment. [9] Contrasts between HDC and Low Density Neighborhoods (LDN) occurred in age, family composition, and the length of residence. Criteria categories for environmental quality: safety at intersections; traffic hazards; dissatisfaction with noise; vibrations, fumes and soot; dust; stress; noise; pollution; feeling of anxiety; social interaction; privacy; home territory; and environmental awareness of the physical surroundings.[7]

Most importantly, the research showed that those people in HDC with children would move elsewhere for less stressful environmental neighborhoods if they have the financial ability to do so.[7] In contrast, residents in the HDC had a shorter length of residence than a low density street, which were predominately family streets with many children and longer length of residence which spanned decades. Danger and safety issues associated with HDC were an important consideration for residents. Findings revealed that almost no children lived near the HDC and the housing was generally inhabited by single individuals. Traffic volumes produced different human stresses, need for withdrawal, and undermined the human coping mechanism.

Elder's perceptions of the HDC stressors were revealed by descriptive words, "…unbearable…"; It's "…too much…"; "People have moved because of the noise."; and the "Disgusting amount of litter"[7] HDC noise levels were above 65 decibels for 45 percent of the time. "Noise from the street intrudes into my home."[7] Car noises were relatively constant and produces a steady drone of traffic but the random city buses, and the streeching of brakes at the intersections added unnecessary disruptions. High Density Corridor's traffic volumes were destructive factors in urban life. [8] Relocation of frail resident's and knowing functional level and wellness profiles for the baseline assessment helps determine an effective process to assure due process and protection of a resident's rights. Transfers are traumatic experiences which are often referred to in the literature base as "transfer trauma". Involuntary removing seniors can lead to increased liability. [1]

Social interaction in LDN showed that children played on the sidewalk and in the streets, while HDC residents kept very much to themselves and held no feelings of community. "It's not a friendly street." and "People are afraid to go into the street …"[7] The concept of neighborhood as a social support systems for families and individuals is loss or at least compromised in the HDC. HDC residents had little or no sidewalk activities while LDN were a lively close-knit community whose residents made full use of their streets. HDC residents sense of personal home territory did not extend into the streets, while LDN resident's showed "territorial expansiveness"[7] into the street which was one of the salient findings of the study. HDC residents experienced withdrawal from the street and lived in the back of their home. In contrast, inhabitants on Low Density Neighborhoods streets had more acquaintances. People (LDN) said, " I feel it's home. … I don't feel alone." [7] People living in LDN had three times as many friends than those

along the HDC who had little social interaction and the contacts across the street were much less frequent.

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LIST B PROPOSALS

Topic: #B1, Urban Green Space

OPC Sponsor: Judy Bardin

1. Describe the scope of the topic.

Green space provides a number of benefits including ecological, environmental, health, economic, and social. It is an essential component of the urban environment and will become even more important for people's well-being as Olympia's population increases and the region becomes denser.

Ecological and Environmental – Green space provides habitat for a variety of birds, fish and other animals. Trees can remove air pollutants that are prevalent in the urban environment such as particulate matter, ozone, nitrogen oxides and carbon monoxide. They also sequester the greenhouse gas carbon dioxide[1]. A tree can remove 48 pounds of carbon dioxide a year and sequester a ton of carbon dioxide by the time the tree reaches age 40[2]. The heat island effect is caused by large areas of heat-absorbing surfaces in combination with high energy use. Heat islands are likely to occur as Olympia becomes more urbanized and climate change causes warmer temperatures. Trees provide natural air conditioning; they shade and cool buildings and streets; and they use evapotranspiration (tree sweating) to cool themselves and surrounding areas[3]. Trees also reduce energy costs for buildings, both for heating and cooling. Increased vegetation reduces storm water runoff and improves water quality by filtering water. A mature tree in a year can intercept about 760 gallons of rainwater and cause evapotranspiration of 100 gallons of water[4]. Trees will also help diminish the flooding predicted

with climate change. Noise reduction is another benefit of trees. Wide tree belts can reduce noise by 4-8 decibels[5].

Health – Green space has a direct effect on people's health. Studies have shown a relationship between the amount of green space in the living environment and the degree of physical and mental health and longevity[6]. Increased green space has been found to decrease death rates [7]. People living closer to green space have greater levels of physical activity and are less likely to be obese[8]. Fifty percent of Washington's population is either overweight or obese. Having places where people want to exercise will aide people in living healthier life-styles. The public's perception of their general health has been found to be related to the amount of green space in their environment[9]. Views of nature can improve people's health and well-being by providing relief from stress and mental fatigue[10]. Hospital patients have been found to make quicker recoveries and need less pain medications when they have a view of a park compared to patients who only had a view of a wall[11].

Economic – Green space increases property values[12]. Property values are directly related to the distance to green space and the type of green space. People living in multi-unit dwellings value living near an area with green-space while people in houses value living near a park[13]. Businesses are more likely to locate near an area having green or open spaces[14]. Places with urban natural capital tend to attract skilled workers. Having a skilled work force further enhances the attractiveness of an area for businesses[15]. Places that are beautiful also increase tourism.

Social Capitol – Urban green spaces provide opportunity for people to gather and interact with family, friends and neighbors. People living near these areas feel a greater sense of cohesion and are more likely to help their neighbors[16].

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2. Why does this issue demand attention? (i.e., why the treatment in the July draft is, to the sponsor, inadequate.)

The issue of urban green space in the immediate vicinity of where people live is not addressed in the July draft or if it is addressed the language is too vague.

3. Is this topic addressed in the July Draft? If so, where? (staff can help)

There are goals, but they do not address the issue of green space in people's immediate vicinity. However, there are couple issues that should be discussed in the language for the below objectives (see underlines).

a) Parks, Arts, and Recreation Chapter:

1) PR 3.1 – Provide parks in close proximity to all residences.
This goal is vague. Perhaps we should have a more specific measurable goal such as: Set targeted goals for parks, such as people will be within a five minute walking distance of a park.

2) PR 3.2 Ensure that Olympia's park system includes opportunities for experiencing nature, solitude, and an **escape from the fast pace of urban life**.

Why would some need to escape urban life, aren't we designing a city that people would want to live in? If people have green space nearby they may not have to escape to parks

3) PR 4.2 – Use existing rail, utility and unopened street rights-of-way, valleys, streams (where environmentally sound), and other corridors for urban trails.

4) PR 4.3 Preserve unimproved public rights-of-way for important open space, greenway linkages, and trails.

b) Natural Environment Chapter:

1) Policy PN11.1: Ensure that all members of the community have nearby access to a natural space with opportunities to see, touch, and connect with the natural environment.

c) Land Use and Urban Design Chapter:

1) Policy PL18.3: Include housing, a food store, and a neighborhood park or civic green at all neighborhood centers.

2) Policy PL20.2: Create sub-area strategies that address provisions and priorities for community health, neighborhood centers and places of assembly, streets and paths, cultural resources, forestry, utilities, and open space and parks.

3) Policy PL21.5: Require a neighborhood center, a variety of housing connected trails, prominent open spaces wildlife habitat, and recreation areas in each village.

4) Policy PL21.9: Limit each village to about 40 to 200 acres…require at least 5% of the site be open space with at least one large usable open space for the public at the neighborhood center.

This seems like very limited land allocation (5%, why not 35%)

4. Provide the specific goal or policy language that you propose (or a motion if goal/policy language is not applicable.)

***REVISED* Proposed Language:**

Urban green space is throughout the community and incorporates natural environments into the urban setting, which are easily accessible and viewable so that people can experience nature daily and nearby.

1) *Provide urban green spaces that are in people's immediate vicinity and can be enjoyed or viewed from a variety of perspectives.*

2) *Establish and maintain a maximum walking time to urban green space for all community members.*

3) *Provide urban green spaces in which to spend time. Include such elements as trees, garden spaces, variety of vegetation, water features, green walls and roofs and seating.*

4) *Increase the current area per capita of urban green space and the tree canopy- to- area ratio within each neighborhood.*

5) Establish urban green space between transportation corridors and adjacent areas.

5. Where should this new or revised language be located in the Plan?

It should be located in Land Use and Urban Design chapter.

Topic: #B2, Low Impact Development/Cluster Subdivision

OPC Sponsor: Amy Tousley

M E M O R A N D U M

To: Members of the Olympia Planning Commission
From: Amy L. Tousley, Commissioner
Subject: Olympia Comprehensive Plan – Low Impact Development

My initial intent for establishing this as a topic was to afford Commissioners the opportunity to review and discuss the proposed goals and policies in the Olympia Comprehensive Plan regarding the framework of low impact developments.

Low impact development practices can be used to achieve environmental protection in an area where there may be specific development constraints such as stormwater infiltration or liquefaction. It can also be utilized to conserve green "open" spaces while implementing a development strategy for achieving specific density levels through clustering. The ability to cluster industrial, commercial and residential development should be considered as a strategy for low impact developments.

Low impact development may also implement less intensive development standards such as pervious sidewalks or narrow streets simply because they are more sustainable and may promote other goals and policies in the Comprehensive Plan.

In reviewing the following goals and policies contained in the July draft of the Olympia Comprehensive Plan, it is my opinion that a broad foundation has been established to address these types of low impact development strategies.

The challenge will be the development of an implementation strategy that carries out the goals and policies contained in the Comprehensive Plan. Implementation through the development and adoption of the City's sub-area plans will be a key part of identifying where these areas exist and how best to address them. Moreover, it will be critical to adopt or amend the City's regulatory framework such as stormwater, landscape, EDDs; urban forestry; clearing and grading; subdivision; and critical areas.

Listed below is listing of proposed goals and polices providing a framework for low impact development:

GN 1	"Natural resources and processes are conserved and protected by Olympia's planning, regulatory, and management activities."
PN 1.1 "new"	"Administer development regulations which protect environmentally sensitive areas, drainage basins, and wellhead areas."
PN 1.2	"Coordinate critical areas ordinances and stormwater management requirements regionally based on best available science."
PN 1.3	"Limit development in areas that are environmentally sensitive, such as steep slopes and wetlands; direct development and redevelopment to less sensitive areas."
PN 1.4 "new"	"Conserve and restore natural systems, such as wetlands or stands of mature trees, to contribute to solving environmental issues."
PN 1.5	"Preserve the existing topography on a portion of new development sites; integrate the existing site contours into the project design and minimize the use of grading and other large scale land disturbance."
PN 1.6 "new"	"Establish regulations, and design standards that minimize the impact new development has on storm runoff, environmental sensitive areas, wildlife habitat, and trees."
PN 1.7	"Limit hillside development to site designs that incorporate and conform to the existing topography."
PN 1.8 "new"	"Limit the negative impacts of development on public lands and environmental resources, and require restoration when impacts are unavoidable."
PN 1.9 "new"	"Foster partnerships among public, private, and non-profit agencies and community groups to identify and evaluate new and innovative approaches to low impact development and

	green building."
PN 1.10	"Increase the use of low impact and green building development methods through a combination of education efforts, technical assistance, incentives, regulations, and grant funding opportunities."
PN 1.11	"Design, build, and retrofit public projects and infrastructure to incorporate sustainable design and green building methods, require minimal maintenance, and fit natural into the surround environment."
GN 2	"Land is preserved and sustainably managed"
	(Environmental priorities that have yet to be developed)
PN 2.1	"Prioritize acquiring and preserving land by a set of priorities that considers the environmental benefits of the land, such as stormwater management, wildlife habitat, and access to recreation."
PN 2.2 "new"	"Preserve land where there are opportunities for making connections between healthy systems; for example, land located along a stream corridor."
PN 2.3	"Identify, remove, and prevent the use and spread of invasive plants and wildlife."
PN 2.4	"Preserve and restore native plant communities by incorporating restoration efforts and volunteer partnerships into all land management."
PN 2.5	"Design improvements to public land with existing and new vegetation that is attractive, adapted to our climate, supports a variety of wildlife, and requires minimal long-term maintenance."
PN 2.6	"Conserve and restore habitat for wildlife in a series of separate pieces of land, in addition to existing corridors."
PN 2.7	"Practice sustainable maintenance and operations that reduce the City's environmental impact."
PN 2.8	"Evaluate, monitor and measure environmental conditions, and use the findings to develop short- and long-term management strategies."
PN 6.8	"Evaluate expanding low impact development approaches citywide, such as those used in the Green Cove Basin."
GL 1	"Land use patterns, densities and site designs are sustainable and support decreasing automobile reliance."
PL 1.1	"Ensure that new development is built at urban densities…"
PL 1.2	"Focus development in areas that enhance the community…, and where adverse environmental impacts can be avoided or minimized."

PL 1.3	"Direct high density development….and sensitive drainage basins will not be impacted."
PL 1.5	"Require development to meet appropriate minimum standards…and require existing development to be gradually improved to such standards."
PL 1.8	"Buffer incompatible…uses by requiring landscaped buffers…use natural buffers where possible and require clustering where warranted."
GL 8	"Industry and related development with low environmental impacts is well-located to help diversity the local economy."
PL 8.3	"Encourage full, intensive use of industrial areas while safeguarding the environment…"
GL 3	"The range of housing types and densities are consistent with the community's changing population needs and preferences."
PL 13.2	"Adopt zoning…wide variety of compatible housing types and densities."
PL 13.3	"Encourage 'clustering' of housing to preserve and protect environmentally sensitive areas."
Future Land Use Map Designations	
PT 2.9	"Allow for modified street standards in environmentally sensitive areas.."
PT 2.10	"Use innovative features…reduce or eliminate stormwater runoff."
GU 1	"Utility and land use plans are coordinated so that utility services can be provided and maintained for proposed land use."
PU 1.2	"Require new developments to construct water, wastewater and stormwater utilities in a way that will achieve the community development, environmental protection, and resource protection goals of this Plan, and that are consistent with adopted utility plans and extension policies."
PU 1.3	"Evaluate land use plans and utility goals periodically to help guide growth to the most appropriate areas, based on knowledge of current environmental constraints and currently available utility technology."
PU 2.10	"Consider the social, economic and environmental impacts of utility repairs, replacements and upgrades."
GU 4	"Use Olympia's water resources efficiently to meet the needs of the community, reduce demand on facilities, and protect the natural environment."
PU 5.5	"When practice al, develop regionally consistent Critical Areas Ordinance regulations, Drainage Manual requirements, and

	other policies, to ensure the protection of groundwater quantity and quality across jurisdictional boundaries."
PU 6.4	"Maintain the City's Critical Areas Ordinance, policies, development review process and program management, to ensure groundwater quality and quantity are protected."
GE 4	"The City achieves maximum economic, environmental and social benefit from public infrastructure."
PE 4.1	"Design infrastructure investments to balance economic, environmental and social needs, support a variety of potential economic sectors, and shape the development of the community in a sustainable pattern."
PE 4.10	"Encourage the infilling of designated areas by new or expanded economic activities before considering the expansion of these areas or creation of new areas."
PE 5.2	"Use regulatory incentives to encourage sustainable practices."
PE 7.3	"Define a more active City role in stimulating development, and influencing the design and type of development."
PS 3.1	"Promote a variety of residential densities and housing types to stimulate a broad range in housing costs."

Topic: #B3, Natural Disasters - Revision to Proposed PN6.5

OPC Sponsors: Judy Bardin, Jerry Parker

Discussion includes revised proposals for Non-Consent Items #8, #9 and #25, as described by sponsors below:

Background provided by Commissioner Bardin:

Background on sea level rise - selected relevant excerpts from online documents

"Coastal development and shore protection can be mutually reinforcing. Under current policies, shore protection is common along developed shores and rare along shores managed for conservation, agriculture, and forestry. Policymakers have not decided whether the practice of protecting development should continue as sea level rises, or be modified to avoid adverse environmental consequences and increased costs of shore protection".

"In the short term, retreat is more socially disruptive than shore protection. In the long term, however, shore protection may be more disruptive—especially if it fails or proves to be unsustainable".

Most shore protection structures are designed for the current sea level, and retreat policies that rely on setting development back from the coast are designed for the current rate of sea-level rise. Those structures and policies would not necessarily accommodate a significant acceleration in the rate of sea-level rise. A failure to plan now, could limit the flexibility of future generations to implement preferred adaptation strategies[1]".

"Erosion is the main process that occurs to land as sea level rises. As a result, structures built by humans will be destroyed by the sea as the shoreline retreats. Entire properties can be eroded away. In some areas, a 30 cm (1 foot) rise in sea level can result in 4500 cm (150 feet) of landward erosion".

Flood insurance costs will also rise. According to FEMA, a 30 cm (1 foot) rise in sea level is expected to increase flood damages by 36-58 percent. As a result, insurance companies will have to increase flood insurance rates for coasts prone to flooding[2]"

Armoring:

Advantages:
Armoring is our oldest flood protection tool. It's familiar, behaves predictably and can be used in combination with other strategies to protect existing development from rising water. It can be used against both storm surge and baseline sea level rise. It also can be designed to accommodate new development such as housing along super levees, or protect threatened habitat such as sand dunes.

Disadvantages:
It is a short-term solution. All coastal armoring can be engineered only to accommodate a certain storm size or rise in sea level. It also requires costly annual maintenance and regular monitoring to ensure it remains safe. An unusually large storm event can also cause it to rupture like the levees in New Orleans during Hurricane Katrina, even if it has been well maintained.

Paradoxically, it increases vulnerability. Hard shoreline protection is not as effective as natural shorelines at dissipating the energy from waves and tides. As a result, armored shorelines tend to be more vulnerable to erosion, and to increase erosion of nearby beaches. Structural flood protection can also increase human vulnerability by giving people a false sense of security and encouraging development in areas that are vulnerable to flooding.[3]

1. Titus, J.G. and Cragham M. Greenhouse Effect and Sea Level Rise America Starts to Prepare. Shore Protection and Retreat. Retrieved 02/15/13 from http://papers.risingsea.net/coastal-sensitivity-to-sea-level-rise-6-shore-protection-retreat.html

2. Godard Space Flight Center. *Is Sea Level Rising? Do we have to Worry About it*? Retrieved 02/05/13 from http://www.usc.edu/org/cosee-west/glaciers/Issealevelrising.pdf

3. SPUR. *Ideas and Actions for a Better City, Strategies for Managing Sea Level Rise*. Retrieved 02/05/13 from http://www.spur.org/publications/library/report/strategiesformanagingsealevelrise_110109

Sponsor Proposal for Non-Consent Item #8

Natural Environment Chapter

Proposed by Commissioner Bardin

Proposed in July Draft:

PN4.4: Protect Olympia from the potential impacts of sea-level rise.

Sponsor Proposal:

Evaluate all options including retreat to deal with the impacts of sea level rise in Olympia.

Consider different scenarios for varying amounts of sea level rise and the accompanying adaptation and responses options for each scenario.

Perform a cost-benefit analysis for each adaptation strategy. Consider the physical, environmental and social factors as well as costs in the analysis.

Evaluate different financing option for adaptation strategies.

Use the best available science and the experiences of other municipalities in formulating future plans for sea level rise.

Sponsor Proposal for Non-Consent Item #9

Natural Environment Chapter

Proposed by Chair Parker

Proposal in July Draft:

PN6.5: Retain and restore floodways in a natural condition to the extent necessary for flood insurance.

Sponsor Proposal:

PN6.5: Retain and restore floodways in a natural condition.

Alternative Sponsor Revision

Retain and restore floodways in a natural condition that serves to reduce flood peaks, improve water quality, and provide habitat while concurrently qualifying affected lands for federal flood insurance.

Rationale

The language in the July draft gives the clear impression that the only reason to preserve floodways is to qualify for a federal subsidy. This is not a visionary provision.

It can either be removed in the interest of simplicity or it can be expanded to emphasize the primary reason to maintain and restore floodways and to also note that this will qualify for the subsidy.

As Superstorm Sandy and the entire history of flood insurance demonstrate, this is a perverse subsidy. It encourages the very behavior that is the source of the problem. It makes no sense either environmentally or from a fiscal perspective. Apparently, it makes sense politically.

Sponsor Proposal for Non-Consent Item #25

Utilities Chapter

Proposed by Commissioner Bardin

Proposed in July Draft:

GU 11: Olympia's downtown is protected from future impacts of sea-level rise.

PU 11.2: Coordinate with other key stakeholders, such as downtown businesses, LOTT Clean Water Alliance and the Port of Olympia.

PU 11.3: Incorporate flexibility and resiliency into public and private infrastructure in areas predicted to be affected.

PU 11.4: Maintain public control of downtown shorelines that may be needed to serve flood management functions.

Sponsor Proposal:

GU 11: Olympia's downtown is protected as feasible from future impacts of sea-level rise.

Add here also: Evaluate all options including retreat to deal with the impacts of sea level rise in Olympia.

PU11.2 Coordinate with other key stakeholders, such as downtown businesses, LOTT Clean Water Alliance and the Port of Olympia, environmental and other public interest groups, and downtown residents.

Topic: #B4, Downtown Planning

OPC Sponsor: Rob Richards

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B5, Protect and Preserve Olympia's Single-Family Neighborhoods

OPC Sponsor: Paul Ingman

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B6, Public Participation

OPC Sponsor: Roger Horn

Discussion includes Non-Consent Item #4, plus a new policy proposed by Commissioner Horn.

Non-Consent Item #4

Proposal in July Draft:

PP3.3: Provide opportunities for citizens, neighborhoods, and other interested parties to get involved early in the land use decision-making process. Encourage applicants to meet with affected community members and organizations.

Sponsor Proposal:

PP3.3: Provide opportunities for citizens, neighborhoods, and other interested parties to get involved early in the land use decision-making process. Encourage or require applicants to meet with affected community members and organizations.

Rationale: Community review may not be appropriate in the case of every development, for example, construction of a single family residence. However, there are types of development where a requirement would be appropriate. I propose strengthening the statement but still leaving some flexibility for the city/staff to determine in which cases a requirement would be appropriate.

OPC Final Deliberations
Comprehensive Plan Update
Date: February 11, 2013

Proposed new policy to address Peter Guttchen's letter and testimony of 10/29/12:

> "Where possible, replace three-minute, one-way testimony with participation strategies that facilitate rich dialogue between interested citizens and members of the City Council, advisory boards, and staff. Strategies may include roundtable discussions, frequent work sessions, presentations by citizen panels, extended testimony time, and opportunities for dialogue following testimony."

Rationale:

From Peter's letter: "In Pete's (Pete Peterson, Davenport Institute for Public Engagement and Civic Leadership) experience, public officials only turn to more effective strategies to build trust and engage their communities when all else has failed. When they are simply exhausted and have no other place to turn. I think we've reached that point on many issues in our community and we still continue to repeat our mistakes. Yes—effective public engagement requires time and resources. The only thing that requires more is bad public process that ends up polarizing the community and that forces citizens to turn to the courts and the ballot box to get their voices heard."

The proposed policy above is meant to address Peter's concern by encouraging the city to utilize more effective processes for engaging with the public. In my view, the budget and SMP roundtables held by Council, testimony by panels followed by Q&A at the Planning Commission's July public hearings, and the community café discussions held during Imagine Olympia were all superior to the typical public hearing three-minute testimony often used for public input. While I understand that time is a legitimate constraint in many cases, where possible meaningful alternatives should be used.

Topic: #B7, Port of Olympia

OPC Sponsor: Agnieszka Kisza

1. Scope of the topic.

I request adding a chapter on Port of Olympia into the Comprehensive Plan Update. The Port is located inside the city limits, and the relationship of the Port and City has to be described. Tax payers have to benefit from the Port's activity – as requested during public hearing.

Additionally, please clarify the following City statement: "Converting the Port Peninsula (partially into city park - A.K.) would be inconsistent with the established purpose of a legally established unit of government that is unlikely to be eliminated in the next 20 years." Clarify the "established purpose of the Port". I demand that its purpose is to

serve population, for example by providing water taxi, airline connection etc., instead of conducting "the economic development" using tax money for profit.

2. Why does this issue demand attention?

Lack of clarification contradicts the statement on page 5 of the Comprehensive Plan: "Development (…) does not mean to protect economic development of few." Currently, our tax dollars support harmful activities of the Port (export of raw material abroad, trucks polluting kindergarten backyard on Plum Street, damage to the roads). It is also alarming that, according to City Council Karen Rogers, the Port is going to take the City to court if Olympia does not cooperate with Port.

It is critical to describe the relationship between the Olympia City/Port in great details to legally protect the City and to be able to take care of this prime piece of real estate inside the city limits.

3. Is this topic addressed in the July Draft? It is not adequately addressed in the July draft.

It is not adequately addressed in the July draft.

4. Provide the specific goal /motion:

Provide a new chapter on the Port of Olympia in the Comprehensive Plan Update.

5. Where should this new or revised language be located in the Plan?

CPU.

Topic: #B8, Affordable Housing

Services for the Public Chapter
OPC Sponsor: James Reddick

Adequate and affordable housing is critical to a healthy community. The Growth Management Act directs that planning for housing:

- Encourage affordable housing for all economic segments of the population
- Promote a variety of residential densities and housing types
- Encourage preservation of existing housing stock
- Identify sufficient land for housing, including government-assisted housing, housing for low-income families, manufactured housing, multifamily housing, and group homes and foster care facilities

OPC Final Deliberations
Comprehensive Plan Update
Date: February 11, 2013

The strategies of this chapter depend on well-formulated design standards to promote flexibility and stimulate innovation while preserving and enhancing the character of neighborhoods. We seek to establish and encourage diversity in housing opportunity and link diverse neighborhoods. With a strong foundation in preserving our heritage, our community can incorporate new housing and other developments in a manner that continues our legacy of well-planned neighborhoods. The housing goals and policies below provide a framework for residential land uses in Olympia's area. The City's related programs for supporting affordable housing are found in the Public Services chapter. An apartment building being added to the City's housing stock.

Many factors contribute to the need for more housing of various types:

- Olympia's growing residential population
- Household incomes vary
- The capitol's legislative session creates a demand for short-term housing
- College students seek affordable housing near transportation corridors and services
- Household sizes are declining
- The proportion of senior citizens is increasing
- The City should provide annually information to the citizens on affordable housing, family incomes, and market rate housing.

Olympia is a part of a larger housing market extending throughout Thurston County and beyond. Thus planning for housing is done based on anticipated shares of this larger area. The 2010 Census indicated that Olympia and its urban growth area included almost 26,000 housing units. Of these, as estimated in the TRPC Profile, 57% were single-family homes, 39% were multi-family (shared wall) units, and 4% were manufactured housing. As amended in 2008, the Buildable Lands Report for Thurston County estimates that over 11,000 new housing units will be needed by 2030 to accommodate population growth in the Olympia urban growth area. Of these, about 60% are expected to be single-family homes.

Based on existing zoning and development patterns, that report indicates the area can accommodate almost 15,000 units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family and duplex zoned land is available, and an additional 500 acres of vacant, partially-used, and redevelopable commercial land is also available for new housing. Because Olympia generally allows small group homes and manufactured housing wherever single-family homes are permitted, allows larger group homes by special approval, and does not discriminate with regard to government-assisted housing, foster-care, or low-income housing, the area is expected to be adequate to accommodate all types of housing.

Similarly, the Thurston County Consolidate Plan of 2008 for affordable housing indicates that there is no shortage of land for affordable housing. However, there is a "mismatch" between the availability of affordable housing and the need for such housing, both at the lowest end of

the income scale and the upper end of the moderate income bracket. That Plan and the Public Services Chapter describe efforts to close these gaps and make adequate provisions for all economic segments of the community.

To meet this need, the community will use compact growth to preserve space for future residents and reduce costs of providing public services. To ensure a variety of options, the community will need to allocate sufficient land for a variety of housing including detached homes, duplexes, group homes, small cottages, apartments, special needs housing, manufactured housing, and accessory dwellings. This approach can provide both variety and affordable options. For example, factory-built manufactured housing governed by federal standards and modular housing built to state standards are often less expensive than site-built housing. This Plan provides for these types of units and more luxurious and higher-priced shared-wall housing, including condominiums and townhouses. Housing types and sizes can be blended.

Housing costs in the Olympia area rose rapidly from 1990 until the economic recession of 2008. In general the cost of owner-occupied housing rose more rapidly than income, while rents roughly corresponded to income changes. Those changing costs and availability of land for development, combined with public preferences, resulted in gradual changes in the area's ownership. While county-wide owner-occupancy rose from 65% to 68% between 1990 and 2010, the City of Olympia trended in the opposite direction with owner-occupancy declining from 52% to 50% of all housing units. The type of housing structures being added to the housing stock has varied as a result of similar factors. As a result, multi-family housing county-wide increased gradually from about 16% in 1970 to about 22% by 2010. In the Olympia city limits multi-family structures provided 28% of the housing in 1970, and gradually increased to about 42% by 2010 as most new apartments were being built inside the urban areas.

The following is the proposal from the July Draft. Sponsor proposal 13.4 is shown in red.

GL13: The range of housing types and densities are consistent with the community's changing population needs and preferences.

PL13.1 Support increasing housing densities through well-designed, efficient and cost-effective use of buildable land, consistent with environmental constraints and affordability. Use both incentives and regulations such as minimum and maximum density limits to achieve such efficient use.

PL13.2 Adopt zoning that allows a wide variety of compatible housing types and densities.

PL13.3 Encourage 'clustering' of housing to preserve and protect environmentally sensitive areas.

PL13.4 Disperse low and moderate-income and special needs housing throughout the urban area.

PL13.5 Support affordable housing throughout the community by minimizing regulatory review risks, time and costs and removing unnecessary barriers to housing, by permitting small dwelling units accessory to single-family housing, and by allowing a mix of housing types.

PL13.6 Promote home ownership, including by allowing manufactured homes on individual lots, promoting preservation of manufactured home parks and allowing such parks in multi-family and commercial areas, all subject to design standards ensuring compatibility with surrounding housing and land uses.

PL13.7 Allow single-family housing on small lots, but prohibit reduced setbacks abutting conventional lots.

PL13.8 Encourage and provide incentives for residences above businesses.
Accessory dwelling units are an option.

PL13.9 In all residential areas, allow small cottages and townhouses, and one accessory housing unit per home—all subject to siting, design and parking requirements that ensure neighborhood character is maintained.

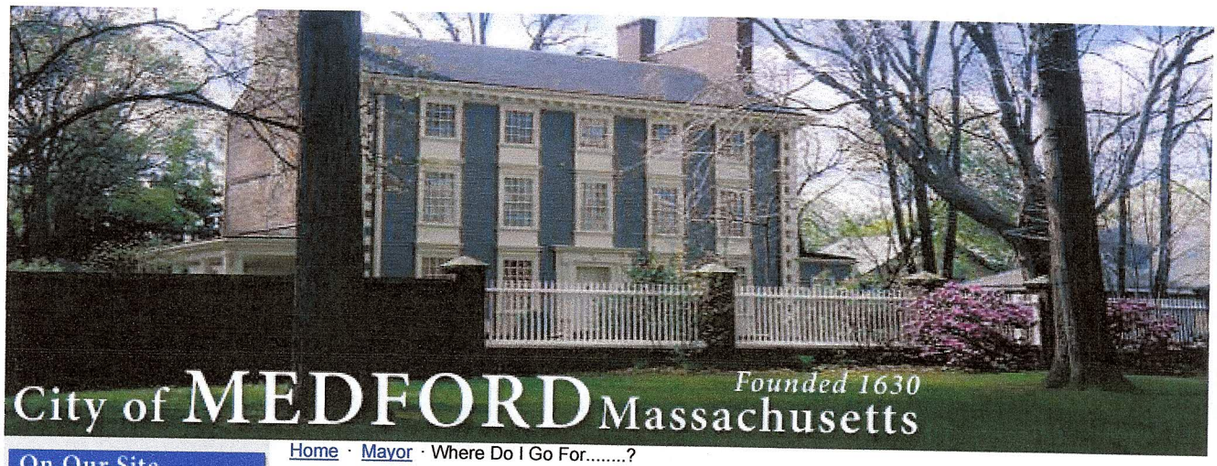
PL13.10 Require effective, but not unduly costly, building designs and landscaping to blend multi-family housing into neighborhoods.

PL13.11 Require that multi-family structures be located near a collector street with transit, or near an arterial street, or near a neighborhood center, and that they be designed for compatibility with adjacent lower density housing; and be 'stepped' to conform with topography.

PL13.12 Require a mix of single-family and multi-family structures in villages, mixed residential density districts, and apartment projects exceeding five acres; and utilize a variety of housing types and setbacks to transition to adjacent single-family areas.

PL13.13 Encourage adapting non-residential buildings for housing

PL13.14 Provide information about what is affordable housing regarding home owning and apartment renting yearly in the City of Olympia. This should include information regarding the a percentage of annual income limit for affordable housing, what the average family average family wages are yearly in the City of Olympia, and what is the annual market rate housing is yearly in the City of Olympia. The implementation (action) should report yearly on how the city is doing regarding there being affordable housing in Olympia.



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Recycling Information	For all recycling information, please contact the city recycling coordinator.
Affordable Housing Questions	For all affordable housing information, please contact the city affordabe housing specialist.
How do I rent Alden Chambers?	Fill out this form and return it to the Mayor's Office.
Tax Abatement Forms and Questions	For all questions and procedures relating to tax abatements, please contact the office of the City Assessor.
Use of Wright's Pond	For information regarding the use of Wright's Pond, contact the Department of Public Works
Use of Tuft's Pool	For information regarding the use of Tuft's Pool, contact the Department of Public Works
Can I have a Block Party?	To obtain information on block parties, contact the office of the City Clerk
Information on Resurfacing Private Ways	For information on the resurfacing of private ways, contact the Department of Public Works
Local Nursing Homes Information	For links to local nursing homes, go to the City Resources page on our website
Birth or Marriage Certificates	To obtain information on birth and death certificates, contact the office of the City Clerk
How to get a Street Sign Replaced?	For information as to how to get a street sign replaced, contact the Department of Public Works
Senior Work Program Information	For information on the Senior Work program for tax abatements, contact the Council on Aging.
Water Abatement Forms & Questions	For all questions and procedures relating to water bill abatements, please contact the office of the City Collector
Handicappd Plates, Placards, and Signs	For information and to obtain the proper forms for requesting handicapped signs and plates, contact the Office of the Traffic Commissioner

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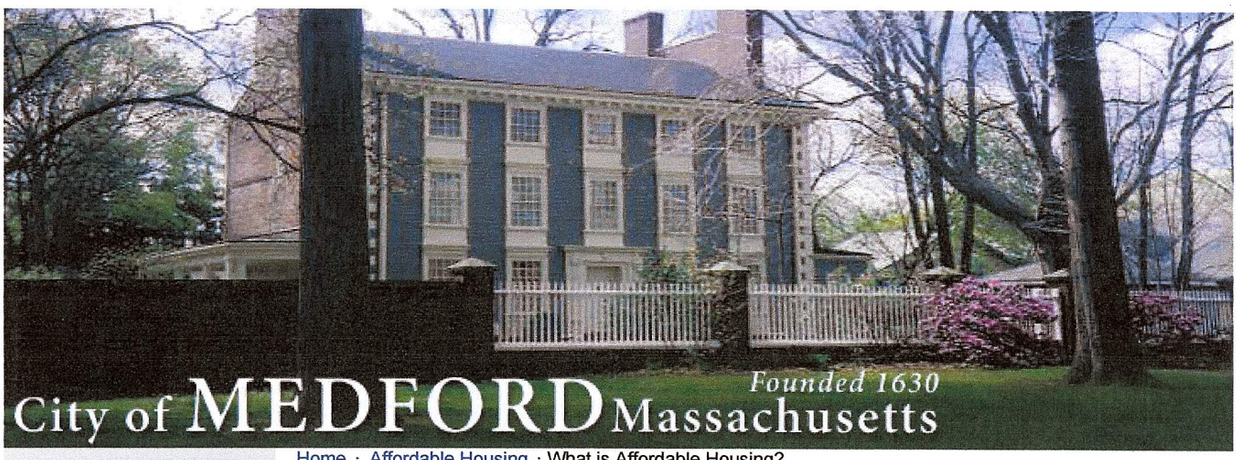

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What is Affordable Housing? Area Median Income Limits, 2007

What is Affordable Housing?

Affordable housing is any housing for which total costs (rent or mortgage plus utilities) are no more than 30% of a household's annual income. All families, including those with low incomes, should be able to find well maintained housing that meets their budget. Typically, the phrase "affordable housing" means total housing costs that are affordable (costing no more than 30% of income) for a family earning at or below 80% of the area median income (AMI). Currently in greater Boston, 80% of AMI for a family of 4 is $66,150. This family of four should not spend more than $1,654 on its monthly rent or mortgage payments, plus utilities. The 80% figure is just an upper limit, though. Many families earn much less than this and have much less to spend on housing.

Affordable Housing comes in many forms:

1. ***Public housing*** is owned by the federal or state government and managed by local Housing Authorities who report to HUD or to the State Department of Housing and Community Development. To qualify, families must have incomes at or below 50% of the area median income (AMI). Rents are set at 30% of a family's income. To apply, contact the Medford Housing Authority at 781-396-7200
2. ***Section 8*** is another federal program. Low-income families with Section 8 vouchers pay 30% of their income in rent to their private landlord, and the federal government pays the balance to the landlord, up to a set limit. The State also runs a program similar to the federal one called MRVP, Massachusetts Rental Voucher Program. To apply for Section 8 or MRVP, contact the Medford Housing Authority at 781-396-7200.
3. A lof of affordable housing is ***privately built and owned***. This housing is often managed by a private company or non-profit organization with a mission to provide affordable housing. The company or non-profit generally uses a combination of government funding, grants and low interest loans to keep costs low. Such properties are deed restricted to keeps rents affordable for the long-term, to prevent low income families from being forced out of their community.
   Some privately developed and managed affordable housing is created by for profit companies, often as part of a mandated program to create affordable housing, such as the affordable units developed in several of Medford's surplus school buildings. In such cases, a municipality can create a policy that is feasible for developers but that also provides the housing its residents need.
4. Until recently, much affordable housing was actually ***privately owned but unprotected.*** This housing was (or is) owned by a landlord who charges moderate rates, while still covering costs and making money on his/her investment. Properties like this almost always permanently lose their affordability if the landlord decides to significantly increase rents, sell the property or convert to condos. In some cases, tenants have been able to organize to purchase the building themselves or work with a non profit to purchase the site and retain its affordability.

There are many more people who would qualify for public housing or section 8 than there are public units or vouchers to give. And there are many more people with low- and moderate incomes than there are homes with low or moderate rents or sales prices.

Do we need Affordable Housing in Medford?
In Medford there is a huge gap between our incomes and the cost of housing, which got larger as housing costs soared over the last several years. One third of our households earn less than $35,000 a year and can afford no more than $875 a month on housing; we all know that's pretty hard to find! The average income earning family in Medford – at $56,644 a year – can afford around $1,400 a month on housing, but the average sales price in Medford of around $380,000 will cost them at least $2,100 a month to own.

What about the rest of Massachusetts?
In 2005, largely because of the high cost of housing, Greater Boston was ranked the most expensive metro area in the nation by the Economic Policy Institute. Rental prices in Massachusetts are the 3rd highest in the nation, after Hawaii and California, and ownership costs are similarly expensive.

The 2006 "Out of Reach" report by the National Low-Income Housing Coalition (NLIHC) found that to afford the "fair market rent" for a 2 bedroom apartment in the greater Boston area, a worker would need to earn at least $56,640 a year or $26.27 an hour in a full time job. A teacher with a few years' experience in Medford might earn $22 an hour. A certified nurse's assistant at Lawrence Memorial Hospital might earn $14 an hour.

It is estimated that there are over 11,000 families in Massachusetts without permanent housing, and on any given night, only about 1,400 of these can find space in a shelter.

And the rest of the nation?
Extreme housing costs are a problem nation-wide, especially in large cities and surrounding areas. Nationally, 5 - 10% of families experience homelessness annually - more than in any other industrialized nation.

Harvard's Joint Center for Housing Studies' 2006 report found that between 2001 and 2004, the number of households paying more than half of their income on housing costs increased by 1.9 million - now 15.6 million low and moderate income households pay more than 50% of income on housing costs. Additionally, housing prices appreciated at a rate six times faster than income increases between 2000 and 2005 nationwide.

So what do people do who can't afford the cost?
Many people (including families in Medford) share small spaces with relatives or other families in order to afford the rent. Others live in apartments they may be able to afford, but with safety and health risks such as cockroaches, rats, broken windows, malfunctioning heating systems or appliances, leaking ceilings, faulty plumbing or in illegal units, such as spaces carved out of basements. Many other people are homeless, directly - and increasingly exclusively - because of the extreme gap between their very low wages and the very high cost of housing.

The following table shows the income limits for different types of federal programs. Upcoming affordable units in Medford use the 80% AMI income limit. To figure out if you would qualify for an affordable unit, find your household size on the left hand side. Then look over to the 80% AMI column. Your total annual household income (excluding income made by anyone under age 18) must be no more than this figure.

HUD ANNUAL INCOME LIMITS FOR AFFORDABLE HOUSING, 2008							
Greater Boston Area							
	30% AMI	50% AMI	60% AMI	70% AMI	80% AMI	95% AMI	100% AMI
Household of 1	17,770	29,450	35,340	40,513	46,300	55,955	58,900
Household of 2	20,200	33,650	40,380	46,331	52,950	63,935	67,300
Household of 3	22,750	37,850	45,420	52,106	59,550	71,915	75,700
Household of 4	25,250	42,050	50,460	57,881	66,150	79,895	84,100
Household of 5	27,250	45,400	54,480	62,519	71,450	86,260	90,800
Household of 6	29,300	48,800	58,560	67,156	76,750	92,720	97,600

AMI = Area Median Income

What do Employees in Medford earn?
The following are examples of what a Medford resident working in these positions might earn on an annual basis:

Position	Annual Income	% of AMI for a household of 3
Public School Teacher	$40,000	under 60%
City Police Officer	$40,000	under 60%
Taxi driver	$35,000	under 50%
Nurse's Assistant, Lawrence Memorial Hospital	$30,000	under 50%
Administrative Assistant in law or doctor's office	$32,000	under 50%
Bank Teller	$30,000	under 50%
Food Preparation Cook in local restaurant	$21,000	under 30%
Child Care worker	$20,000	under 30%
Clerk in store (such as Staples or BJ's)	$17,000	under 30%

City of Medford 85 George P. Hassett Drive, Medford, MA 02155
Phone: (781) 396-5500
Virtual Towns & Schools Website

OPC Final Deliberations
Comprehensive Plan Update
Date: February 11, 2013

Topic: #B9, Earthquake Preparedness & Liquefaction

OPC Sponsor: Roger Horn

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B10, Index

OPC Sponsor: Agnieszka Kisza

1. Scope of the topic.

I request adding an index to the Comprehensive Plan Update.

Definition of index: "*in a nonfiction book, alphabetical listing of places, topics and names along with the numbers of the pages on which they are mentioned or discussed, included in or c onstituting the back matter."*

2. Why does this issue demand attention?

Clarity of the document is critical. According to the lawyer conducting training for City Planning 2012, it is illegal for jurisdiction to produce documents that are unclear.

3. Is this topic addressed in the July Draft?

It is not addressed in the July draft.

4. Provide the specific goal /motion:

Provide Index and if subjects are scattered thru the whole document - reorganize the content of the main document.

5. Where should this new or revised language be located in the Plan?

At the end of the CPU.

Topic: #B11, How many and where will Olympia people live?

OPC Sponsor: Paul Ingman

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B12, Graphics, Visual Images

OPC Sponsor: Jerry Parker

PROPOSED LANGUAGE NOT YET RECEIVED

OPC Final Deliberations
Comprehensive Plan Update
Date: February 11, 2013

Topic: #B13, Stronger Language throughout Plan/Transportation Chapter

OPC Sponsors: Roger Horn/Larry Leveen

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B14, Neighborhood Plans

OPC Sponsor: Amy Tousley

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B15, Shoreline Master Program, Restoration Plan

OPC Sponsor: James Reddick

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B16, Environmental Protection – Restoration, Daylighting Creeks, Corridors

OPC Sponsor: Agnieszka Kisza

1. Scope of the topic.

Day-light creeks in Olympia - as an environmental demonstration project. Restoration of creek in Elma, Washington, is a good example to follow. This project would:

- Bring attention to salmon protection (food protection) and environment in general;
- Generate landmarks in Olympia; and
- Generate public works.

2. Why does this issue demand attention?

Recent events related to the climate change force us to reconsider our impact on environment. Forcing fish to swim inside the dark pipes is an example of negative impact that we have on environment and is has to be reversed.

Is this topic addressed in the July Draft?
It is not addressed in the July draft.

Provide the specific goal /motion:
Start with reopening of the Creek along Cherry Street, creating a bike route along the creek/along the City Hall and connecting it with the Port area.

Where should this be located in the Plan?
Two chapters: Environmental and Park/Recreation.

OPC Final Deliberations
Comprehensive Plan Update
Date: February 11, 2013

Topic: #B17, Capital Facilities Element

OPC Sponsor: Amy Tousley

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B18, Action Plan

OPC Sponsor: James Reddick

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B19, Gateways to the City, Civic Boulevards

OPC Sponsor: Paul Ingman

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B20, Historic Preservation

OPC Sponsor: Judy Bardin

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B21, Revisions to the Economy Chapter

OPC Sponsor: Jerry Parker

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B22, Artist Live/Work Space

OPC Sponsor: Roger Horn

PROPOSED LANGUAGE NOT YET RECEIVED

Topic: #B23, Measurable Goals

Entire Plan

OPC Sponsor: Agnieszka Kisza

1. Scope of the topic.

I am asking to introduce the set of Measurable Goals to the Comprehensive Plan Update.

2. Why does this issue demand attention?

To be useful, a goal has to be specific and measurable. For example, new development along busy streets has to meet requirements of green buffer. Large development has to have access to the parkland area - goal: 3 acres per 1000 people, maximum distance – half mile.

3. Is this topic addressed in the July Draft?

It is not adequately addressed in the July draft.

4. Provide the specific goal /motion:

When possible, provide measurable goals.

5. Where should this new or revised language be located in the Plan?

Next to goals.

Topic: #B24, Reduction of Cars and Trucks Downtown

OPC Sponsor: Paul Ingman

PROPOSED LANGUAGE NOT YET RECEIVED