

# South Puget Sound Habitat for Humanity Feedback for Olympia Vision 2045

## Overview

South Puget Sound Habitat for Humanity (SPSHFH) works with low-income homebuyers to build and purchase affordable homes that they will own for as long as they live in the home – assisting neighbors in achieving stability and wealth building opportunities.

SPSHFH would like to offer broad recommendations and feedback to the city of Olympia for its “Vision 2045” review and update of its comprehensive plan. Olympia is a primary location for SPSHFH projects, and it is a primary interest of SPSHFH to ensure that Olympians have access to affordable homeownership opportunities.

## Recommendations

As staff may know, [state legislation passed in 2021](#) require planning jurisdictions to examine racially disparate housing outcomes and include anti-displacement planning elements in their comprehensive plan.

SPSHFH strongly encourages the city to dive deep into this mandate and utilize it as an opportunity to revision how the city approaches diverse housing types and undo housing policies with racially disparate impacts.

As affordable homeownership builders, we strongly encourage the city to utilize affordable homeownership as a primary mechanism to not only achieve compliance with this state law, but also expand how the city plans for an inclusive community.

## Examples

### 1. Robust & Affordable Neighborhood Centers

The current comprehensive plan goes into great length describing future urban corridors and neighborhood centers and its plan to establish them. This is an excellent goal, though it seems that the existing language is missing a greater vision of how these centers can be inclusive and affordable.

A more robust urban and neighborhood center should pay greater mind to how these areas can remain affordable to a mix of incomes and backgrounds, with an aim to avoid locking out these centers from lower income individuals, existing residents, and marginalized communities.

From SPSHFH's perspective, our Boulevard Road project that we are partnering with the city of Olympia on can be both a conceptual and built example of this idea. This project is essentially the construction of a planned neighborhood center, but one that specifically focuses on affordability and inclusivity. Especially considering that our homebuyers are over 2/3rds from communities of color, the Boulevard Road project could serve as a model to promote neighborhood centers across low-density residential zones, or a potential building block to larger planned centers and villages like the Briggs Neighborhood Village.

## 2. Greater Focus on Affordable Homeownership

A disappointing facet of the existing comprehensive plan is that there is barely, if any, mention of affordable homeownership within the housing section of the plan.

This exclusion essentially presumes that the city will grow into a city of renters and landlords, which is likely not what planners intend. In this vein, it presumes that there are likely not going to be many new homeowners – which are largely communities of color and our youngest generations, especially as housing prices continue to increase.

Much of how individuals build wealth is via homeownership attainability, both from its unique asset status in our country and through its price and housing stability. Additionally, a primary financier of government services is through property taxes and real estate transactions. Not planning for affordable homeownership may plan for a future that concentrates local taxpayers into an increasingly smaller population and income class.

Beyond SPSHFH's homebuyers, it would serve the public interest to increase the focus the comprehensive plan has on ensuring affordable homeownership.

## **Conclusion**

SPSHFH hopes that these recommendations are helpful to the city of Olympia planners and Planning Commission as they carefully consider updating the city's comprehensive plan. Great thoughtfulness has been done to write the existing plan and there is no doubt that this same thoughtfulness will continue into Olympia's Vision 2045.

We hope that SPSHFH can be included in continued conversations, especially regarding its housing and inclusivity elements, and serve as a unique voice to ensuring that all Olympia residents have affordable homeownership opportunities in our community.

Sincerely,

**From:** [CityCouncil](#)  
**To:** [John Gear](#)  
**Cc:** [Councilmembers](#); [Jay Burney](#); [Rich Hoey](#); [Debbie Sullivan](#); [Kellie Braseth](#); [Leonard Bauer](#); [Joyce Phillips](#); [Aaron BeMiller](#)  
**Subject:** FW: Comp Plan Update  
**Date:** Friday, August 4, 2023 8:56:33 AM  
**Attachments:** [2023-08-02 Edited Down Chuck Marohn on Cities Take the Loss.docx](#)

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Thank you for your comments. I will forward them on to all Councilmembers and appropriate staff.

Susan Grisham (*she/her*)  
Assistant to the City Manager  
Legislative Liaison  
City of Olympia | P.O. Box 1967 | Olympia WA 98507  
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**Please note all correspondence is subject to public disclosure.**

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**From:** John Gear <gearjm@gmail.com>  
**Sent:** Wednesday, August 2, 2023 9:06 PM  
**To:** CityCouncil <citycouncil@ci.olympia.wa.us>  
**Subject:** Comp Plan Update

I just submitted this to be published in JOLT

This is what I think MUST be the foundation of comp planning, now and in the future.

We must stop planning in complete isolation from the fiscal outcomes of the resulting development.

We must put fiscal resiliency as the core element of planning — basically, our comp plans should have both price tags and expected revenue projections for the planned areas, and the people adopting the plan have to confront and justify any differences between the plans on paper and what their tax base can afford.

Calling it "Planning" without costing out the price of the plan options and seeing which ones are affordable over the long term is not planning.

John Gear

Let's live on the planet as if we intend to stay.

1 “Cities are There to Take the Loss – NOT.”

2

3 *Chuck Marohn is a civil engineer turned urban planner turned blogger and then*  
4 *founder and advocate for Strong Towns (StrongTowns.org), a nonprofit dedicated*  
5 *to helping people make their places fiscally resilient. Because Olympia and*  
6 *Thurston County and all the other towns in the county are updating their*  
7 *comprehensive plans, I thought Chuck’s message about the importance of putting*  
8 *fiscal prudence in as the foundation of our planning deserved the widest possible*  
9 *audience. So this is my edit, with permission, of a much longer talk Chuck gave*  
10 *called “Four Communities are Becoming Examples of Change.” All Strong Towns*  
11 *materials and podcasts are freely available at the StrongTowns.org site. – John*  
12 *Gear*

13

14 Chuck Marohn:

15 In all the communities we've worked with, we've had this conversation about this  
16 question: Do cities need to run a profit? I realize it's a provocative framing. And  
17 people struggle with it, because their gut reaction is like, “Gosh, no, run a profit?  
18 That’s horrible. How can you even suggest that cities should run a profit? Gross!  
19 Yuck. Like, who are you?”

20

21 And then we walk them through what a profit is. Because we're clearly not saying  
22 cities should maximize profit or cull as much money out of the populace as they  
23 can so that their coffers can be full.

24

25 But that's not what running a profit is. A profit, in very simple accounting terms, is  
26 revenue that is greater than your expenses. And so, yes, Walmart has to run a profit,  
27 and if Walmart doesn't run a profit, Walmart goes away. We all get that, right? But  
28 we also need to understand that any corporation – say a dog shelter or orphanage or  
29 battered women’s shelter, any of these places doing things of tremendous public  
30 good – if these places don't run a profit, what happens to them? They go away.

1 They cease to exist. And so if your battered women's shelter doesn't bring in more  
2 revenue in a year than they have expenses, something's gotta give. Something has  
3 to change.

4

5 And you might be able to get away with that for a year or two, but at some point it  
6 catches up to you and either you go away or you provide worse services. You do  
7 less than you otherwise should. That's what it means to run a a profit. Cities have  
8 to run a profit.

9

10 And cities not only have to run a profit just in terms of cash in this current budget  
11 year, but we also have to run a profit over the long term in terms of making sure  
12 that the liabilities we take are at least matched by the assets we accumulate long  
13 term.

14

15 So if we're gonna build a mile of road with millions of dollars of liability, we better  
16 add enough tax base to actually sustain that. Or we are going to go insolvent. We  
17 are going to be broke.

18

19 Here's the big kicker. Now, if Walmart goes broke, what happens? Walmart goes  
20 away, and everyone buys their toilet paper somewhere else. But if the battered  
21 women's shelter or the dog shelter or the orphanage goes broke, people get hurt.  
22 Those services are not going to be there, at least until someone else comes in and  
23 tries to pick up the shards and tries to meet the need. So if a battered women's  
24 shelter goes away, but the demand is there, we hope another one will be set up, and  
25 whoever runs that one will be more competent to manage it so it runs a profit and  
26 is able to remain and do good with that platform for people. So, for most things,  
27 there's a way to replace a failed venture that doesn't run a profit with something

1 that can succeed.

2

3 But if your city goes broke, what happens? It lingers on, but it fails to do the  
4 important things that we expect cities to do, whether that is collect the garbage or  
5 provide you with public safety or get you clean drinking water. We discussed  
6 Jackson, Mississippi, and what happens when cities go broke, when cities do not  
7 run a profit. And when they do that too many years in a row, what we see is that  
8 cities become grossly ineffective and lots and lots of people suffer for.

9

10 So this is the dialogue we've had wherever we go. Running a profit is a prerequisite  
11 to doing good. That's a main tenets of Strong Towns, that fiscal solvency for a  
12 municipality is a prerequisite to doing good. You cannot ignore the math, you  
13 cannot wish the math away. You cannot be fiscally irresponsible and do good  
14 things over the long term. You can do good things today. You can sacrifice  
15 tomorrow to do something you think is good today or in the public good today. But  
16 if you don't take care of the long-term budget, eventually what is gonna happen is a  
17 lot of bad things are gonna happen to people who don't deserve those bad things to  
18 happen to them in any way. This is what we need to avoid.

19

20 And so when we are talking to these communities, this is the framing that we're  
21 bringing to the table is that we all want to do good. We can define good in different  
22 ways, but in order for us to do good, however you wanna define that, we have to be  
23 fiscally solvent. That means we have to run a profit year after year.

24

25 By the way, no city in North America is running a profit year after year. We are all  
26 fiscally insolvent. And so getting to the crux of that, getting to what that means and  
27 helping them struggle with the implications of that is really important.

1

2 At one of the talks I gave to city leaders, I had a guy stand up who was someone of  
3 importance, who is involved in managing day-to-day affairs of his city. He stood  
4 up to say “Chuck, I am deeply offended by this entire project, by the entire framing  
5 that Strong Towns has brought to the table. You talk about running a profit and  
6 cities needing to run a profit, and that is just plain wrong.” This gentleman went on  
7 to say that “cities are for doing things that nobody else can do. Cities are meant to  
8 take the loss. They’re meant to be there and take the loss when other people can’t.  
9 We should not be worrying as cities about our return on investment. That is not our  
10 job. Our job is to provide the services that other people can’t provide.”

11

12 This reminded me of when I was a planning consultant and working for a small  
13 township in Minnesota. I was doing this project with them, and it was a great  
14 project. It was paid for by a nonprofit from a foundation. We were supposed to be  
15 out doing innovative things, helping them work on stuff. I was helping them look  
16 at their road budget. And we got to the point where they clearly understood that  
17 their budget had only about 25 cents on the dollar of what they needed to maintain  
18 all their existing roadways. And then came the end of this one meeting, the meeting  
19 that I thought, going in, would be the meeting where we all agreed we were going  
20 to change the approach to development so the problem didn't get any worse. I  
21 thought we were going to change the approach to road design so that we could  
22 narrow this gap, and that we were going to do some like fiscally prudent things to  
23 have this make sense and work out.

24

25 But one of the township managers said, “Well, we're just gonna borrow the  
26 money.” And I know the look on my face was just astonishment – like “What are  
27 you talking about? You're just gonna borrow the money?” He was like “We're just



1 gonna borrow the money. And I realize that that's just buying us time, but it's  
2 gonna be someone else's problem to worry about 20 or 30 years from now. It's not  
3 gonna be our problem. And I'm confident that they'll figure it out then.”

4

5 And it was at that point that I walked out of that meeting. It was akin to saying I  
6 don't care about the future at all.

7

8 And I remembered that meeting years later, as I engaged with this guy who made  
9 this argument about cities have to take the loss.

10

11 Let me start out with the first thing he said: “Cities are for doing things nobody  
12 else can do.” I want to start with that because I agree. I agree that cities are for  
13 doing things that nobody else can do. At Strong Towns, one of our core principles,  
14 is that cities are the highest form of coordination in a community, not the lowest  
15 form of government in a food chain of governments.

16

17 Cities are the highest form of coordination in a community, not the lowest form of  
18 government in a food chain of governments. So, sure, you can have a volunteer  
19 bucket brigade in your city, and if a building catches on fire, you can call out  
20 people and say, “Hey, everybody show up, and we'll all show up and we'll all bring  
21 buckets and we'll try to put out this fire, right?”

22

23 Or you can have a private fire department that people pay into voluntarily. But if  
24 you look at that . . . maybe Libertarians would love that. But I don't know any  
25 place that has ever done that because it's wholly impractical. You've got the free  
26 rider problem. Are you gonna sit and watch a house burn? When it goes up, are you  
27 gonna let people die? Are you gonna go in and save them and then charge them

1 after the fact? What's the mechanism for doing that? Are you gonna let a place burn  
2 and then have it burn down the place next door?

3

4 What has happened is that the fire problem became one that we can't deal with  
5 without some type of coordination amongst people living in a community –  
6 therefore, a government of some sort, a municipal government emerges. Fire  
7 protection has become one of the base things that a city does, and we all get that  
8 it's the highest form of coordination amongst us. We are going to join together and  
9 have a municipal fire department because that is the only real way that we're gonna  
10 be able to do this effectively. That makes a lot of sense. No individual can have  
11 their own fire protection.

12 So when, when this gentleman says cities are for doing things that nobody else can  
13 do, I agree with that. But he followed that up with this observation that just drove  
14 me nuts. I don't even get it. It was so offensive to me. He said “cities are meant to  
15 take the loss.” Now let's try to put this in a context where it makes sense and then  
16 I'm gonna give you the context that it was given in because it's worse than the one  
17 that makes sense.

18

19 So if we go to the fire department example, it's true that cities are not supposed to  
20 make a profit on their fire department. You don't run a fire department at a profit.  
21 That doesn't make any sense. And so the city will take a loss on providing fire  
22 protection. Fire protection is a net loss for the city. Every time they gotta go out  
23 and do a fire call, there's no revenue associated with that. They're gonna lose  
24 money on it. But securing the tax base and having a tax base to fund the fire  
25 department is the way that you ensure that you have revenue to cover the loss.

26

27 And when we look at a fire department, we can all see that if we have a fire truck

1 and we have just four square blocks that has a water tower and water pipes in the  
2 ground and good water pressure, that we can respond to fires in that four block  
3 area in a reasonable way. But if we expand our city to be 36 square miles, and we  
4 run pipe all over and our houses are spread all over and we have to have multiple  
5 stations, but we're not collecting any more revenue than we were in those four  
6 blocks, we are not gonna be able to provide that fire protection for very long. And  
7 so there has to be a balance between the cost of providing this service and the  
8 amount of tax base and capacity that the community has.

9 These are things we can measure. These are things we can budget. These are things  
10 we can look at and recognize when it comes to fire protection.

11

12 One of the more insidious things that I see over and over and over is cities saying,  
13 we'll sign a contract with the next town to provide fire service over there. And  
14 when they do it, they generally do it at a loss. I see that all the time. It lets you buy  
15 a bigger firetruck or employ a few more people. So, sure, provide the service, but  
16 don't provide it at a loss. But don't diminish your service or raise taxes on your  
17 own taxpayers to fund bigger toys for the fire department. I don't mean to offend  
18 people with that, but I've seen that over and over again.

19

20 When we say government is for doing the things that nobody else can do and then  
21 we join it with, "They're meant to take the loss" it breaks down.

22

23 Cities are meant to do things that you can't do at a profit, but they're not meant to  
24 do it with an annual loss of revenue. The city has a budget and the city's budget  
25 cannot be a loss. Let me give you the context the statement was in because we  
26 weren't talking about fire service in, we were talking about growth and  
27 development. We were talking about the government going out and building

1 arterial roads and building sewer and water systems and building massive  
2 highways and interchanges and bridges and drainage systems so that developers  
3 could come in and make money off of the next greenfield development.

4

5 The idea there was that “we need the growth, we need the investment.” And  
6 government has to be the one to take the loss on these kind of communal things so  
7 that the market can come in and do profitably. I was at a loss for words. I don't  
8 even know how you run a city with that mindset. It was just bizarre.

9

10 The third statement I wrote down here is, “we should not worry about return on  
11 investment. That's not our job.”

12 We should not worry about return on investment? That's not our job? Then what is  
13 your job? That statement says we don't care about next year. We don't care about  
14 the year after. We don't care about the decade from now. Those things will take  
15 care of themselves. Just go out and do it. Provide that service. That's the humane  
16 thing to do. That's the moral thing to do. That's the reasonable thing to do. That's  
17 the pro-growth thing to do.

18

19 I observe that this is the mindset a lot of governments operate in. And that's the  
20 reason why I'm here talking to you about this tonight and not just walking away  
21 and letting this pass. Because this is the template and the framework that a lot of  
22 our governments operate in: “Cities are for doing things that nobody else can do.”

23

24 If you look at a progressive-minded person who believes in a very active  
25 government doing lots of good for lots of people, it is rare that I have worked with  
26 anyone with that mentality at a local level who feels inhibited by the budget. The  
27 budget is something that is malleable. Go figure it out. Balance this budget. I need

1 the money to do this. That is what is good and decent and moral. Go do it. And,  
2 and let me say I understand the motivation for that and I'm not trying to disrespect  
3 it, but I I do struggle with the method.

4

5 On the other hand, I have worked with many people who are right of center, people  
6 who come across as very pro-growth, pro-business. That's very much the mindset  
7 of this person that I was dealing with who said "Cities are there to take the loss."  
8 Very pro-growth and pro-business. Their whole approach was, we gotta go out and  
9 make things happen. It's not our deal to worry about the budget. If we're growing,  
10 things will take care of itself. This is reckless and irresponsible.

11

12 It was Charlie LeDuff, who is a journalist in Detroit, who did this golf across  
13 Detroit and he brought a film crew along. It was one of the most emotionally  
14 draining things I've ever watched. It was emotionally draining because you saw  
15 this landscape of Detroit and what people lived in and what they were going  
16 through. And it was just stunning. And I remember Charlie LeDuff saying in that  
17 interview "we gotta take care of the money." All these things are so important, but  
18 if we don't take care of the money, our kids don't have a chance.

19

20 Now, I'm not up here trying to pull out your heartstrings and say do it for the  
21 children, but I am saying that you should go through the list of whatever it is that's  
22 important to you --- whatever it is that you think a city is supposed to be, whatever  
23 you think it is that a city is supposed to accomplish – and just hold that in your  
24 mind for a second. Everybody's thing is gonna be a, a little bit different.

25

26 But a prerequisite for doing that thing and doing it well, doing it seriously, doing it  
27 with meaning over the long term, a prerequisite to that is that you must take care of

1 the money. A prerequisite for that thing you think is essential is not just that you  
2 actually a balanced budget, but actually books that run a profit year after year after  
3 year, liabilities that are less than your assets.

4

5 Cashflow that is less than your outflow is a prerequisite to doing all of those  
6 things. Whatever it is you hold in your mind that you think the role of government,  
7 that thing that local government should be doing; for that thing to happen, you  
8 have to take care of the money. And if you don't take care of the money, if you're  
9 not prudent with the money, if you're not actually making good investments, if you  
10 think cities are meant to take the loss, they're not.

11

12 Cities are meant to run prudently. That means that yes, you have to worry about  
13 ROI (return on investment). You have to worry about your return on investment.  
14 Because if you don't do those things, your city will go broke. Your city will raise  
15 taxes, your cities will cut services, and your city will find this place where it cannot  
16 meet its obligations where it cannot do the things that it needs to do, where it  
17 cannot do that thing that you have in your brain as essential functions that is what a  
18 city's supposed to do. It will be incapable of doing that.

19

20 I think it's important to note, just to step back and, and recognize that there are a lot  
21 of places out there today with really, really conscientious people doing heartfelt  
22 things that they believe are right and righteous and, and in the best interests of the  
23 people in their community. These are good people trying to do good work. They  
24 are stuck in a system that lacks transparency. I don't mean transparency in the sense  
25 of people hiding things. I mean transparency in terms of the books not revealing  
26 the insolvency. And they're not struggling deeply with what that means.

27

1 This is the heart of the Strong Towns project: helping places become fiscally  
2 resilient. A lot of times people say “Strong Towns is about walkable streets” or  
3 “It’s about safe streets.” And yes, we are about walkable neighborhoods, but why?  
4 Because walkable neighborhoods are actually fiscally very productive, walkable  
5 neighborhoods are generally the kind of places that work out from a fiscal  
6 standpoint. Purely auto oriented places are the opposite. They generally cost many  
7 multiples more to the public balance sheet than what they produce in revenue.

8

9 I hear people say “Strong Towns is about density” but we’re not about density. We  
10 never advocate for density. We are for *productivity*. You can have high productivity  
11 with a very diffuse land use. You just can't do it with paved roads and sewer and  
12 water and all this stuff.

13

14 Sometimes people say “Strong Towns is about ADUs and incremental housing.”  
15 And we are for that, but we are for that because we need a lot more housing in our  
16 neighborhoods to make them productive. At the end of the day, we see a  
17 development pattern, post World War II, that was designed to do one thing: it was  
18 designed to grow. We created a development pattern, a brand new experimental  
19 way of building, to keep us from returning to the Great Depression at the end of  
20 World War II. When it looked like demobilizing these troops and shutting down  
21 these industries and ending this war was gonna put us right back into the  
22 Depression, we said, “Nope. We are going to create an economy that grows and  
23 grows and grows and we are gonna do it based on pumping money into cities to  
24 help them grow in this way.”

25

26 This was essentially pioneered by cities like Detroit, grow, grow, grow, grow. The  
27 one thing about growth or being focused on transactions, is that you lose the whole

1 conversation about productivity. You stop asking “Is this a good investment? Does  
2 this make sense? Are we getting enough return for our dollar to actually sustain  
3 this investment over time?”

4

5 That is why I pull my hair out when economists say things that are patently absurd,  
6 like that we just need to spend more on infrastructure or we just need to get out and  
7 build more stuff because it has such a high multiplier. Yes, it has a high multiplier,  
8 the first lifecycle. But then you turn it over to a city maintain and it just becomes  
9 this financial millstone around their neck. We need to update this business model.

10

11

12 And updating the business model begins with getting rid of this antiquated, overly  
13 simplistic notion of what a local government is, the idea that “Cities are for doing  
14 things that nobody can do. Cities are there to take the loss. Cities shouldn't care  
15 about return on investment. It's not our job. All we should care about is delivering  
16 services that people want.”

17

18 This is absurd. The job at City Hall is to prudently run your city to make sure that  
19 you are running at a profit, not just today, not just tomorrow, but decades and  
20 decades into the future. That way, when you make a promise, when you take on a  
21 liability, you are doing that in a way that is responsible to future generations.

22 Because right now the insolvencies that you're dealing with, the struggles you're  
23 dealing with, it are direct result of the fact that for decades we have not done that.

24 We have to get our fiscal house in order. We have to start asking a different set of  
25 questions about how we grow and how we develop.



To: Ms. Michelle Swanson, AICP  
Senior Planner  
City of Olympia Community Planning and Development  
P.O. Box 1967, Olympia WA 98507-1967

From: Warren Devine  
Member, Board of Directors  
Shana Park Homeowners Association

Date: 17 August 2023

Subject: City of Olympia Comprehensive Plan Update  
Olympia 2045: Transportation

Dear Ms. Swanson:

The Shana Park Homeowners Association has long been concerned about an element of the existing Transportation Plan. I am head of a committee of homeowners addressing this issue.

We have prepared a paper giving reasons why a particular road should not be part of the updated Transportation Plan. Our paper is included with this letter and I have also sent it in electronic format.

In January, I sent Ms. Joyce Phillips an earlier version of the attached paper. Although work on the Comprehensive Plan update was just beginning, she kindly placed me on a distribution list as a party of record with interest in the Transportation chapter. I would appreciate it if you would confirm that I am on your list.

We look forward to your comments on the paper and would be pleased to discuss it with you or your colleagues.

Thank you,

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# CITY OF OLYMPIA COMPREHENSIVE PLAN UPDATE

## Olympia 2045: Transportation

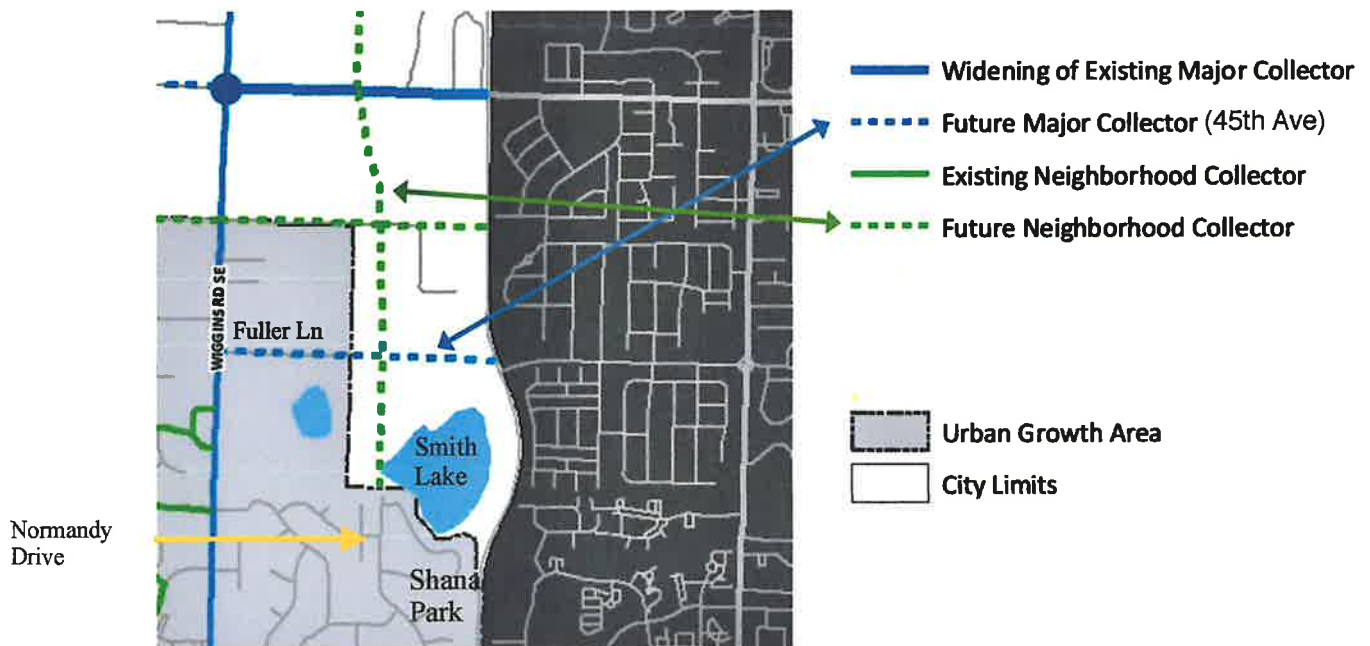
Submitted by Shana Park Homeowners Association Board of Directors

Updated August 17, 2023

### Summary

The City of Olympia is revising its Comprehensive Plan, to include areas outside the city limits but within the Urban Growth Area. This includes Shana Park, a Thurston County subdivision that lies immediately south of the City. Normandy Drive SE is the principal access to the homes of Shana Park. It curves northward 0.57 miles from Yelm Highway to its terminus at the edge of the Smith Lake Wetland.

The present Transportation Plan is dated 2017. It shows Normandy Drive extending beyond its present northern terminus, crossing the Smith Lake Wetland on its west side, and intersecting a proposed westward extension of 45th Avenue. See Figure 1. 45th Avenue is shown as a Future Major Collector running from College Street in Lacey, across the Chehalis-Western Trail, joining private Fuller Lane, and terminating at Wiggins Road.



**Figure 1. Overview of the southern portion of Chambers Basin as shown in the existing Comprehensive Plan. The Normandy Extension is shown in dashed green as a Future Neighborhood Collector. Beginning at Yelm Highway, this collector would pass through Shana Park, traverse the Smith Lake Wetland, cross an extension of 45th Avenue, and proceed northward.**

We understand that the addition of the Normandy Extension to the 2017 Transportation Plan was not preceded by analysis describing its probable impact<sup>1</sup>. In this paper we present an overview of our own analysis. We show that the Extension should be removed from the Comprehensive Plan for three reasons:

- The Normandy Extension is prohibited by Olympia Municipal Code because it must traverse a Category I wetland and its buffer.
- The Extension is not needed due to recent zoning changes by Olympia City Council.
- The Shana Park Homeowners Association will oppose the extension of Normandy because it will have an adverse impact on our community.

### **1. The Normandy Extension Is Prohibited by Olympia Municipal Code**

Smith Lake is a depressional wetland formed during the most recent glacial episode. Lying in a drainage basin of 70 acres, it's surface area averages about 15 acres for 6 to 8 months in most years. Its maximum depth is less than 10 feet. No surface streams enter the lake, and inflow is entirely from rainfall, runoff, and groundwater. Because there is no surface outflow, the wetland is a closed hydrologic system; its level varies significantly in response to precipitation, evapotranspiration, and groundwater exchanges.

The Smith Lake Wetland is nearly surrounded by a belt of forest and is relatively undisturbed. This forest is a natural buffer zone for the wetland and its wildlife and, if left alone, it will continue to function as such. A rich diversity of wildlife and the presence of certain "indicator species" suggest that the wetland has so far been little affected by human activities<sup>2</sup>. However, as a closed hydrologic system, the lake is vulnerable to any new development.



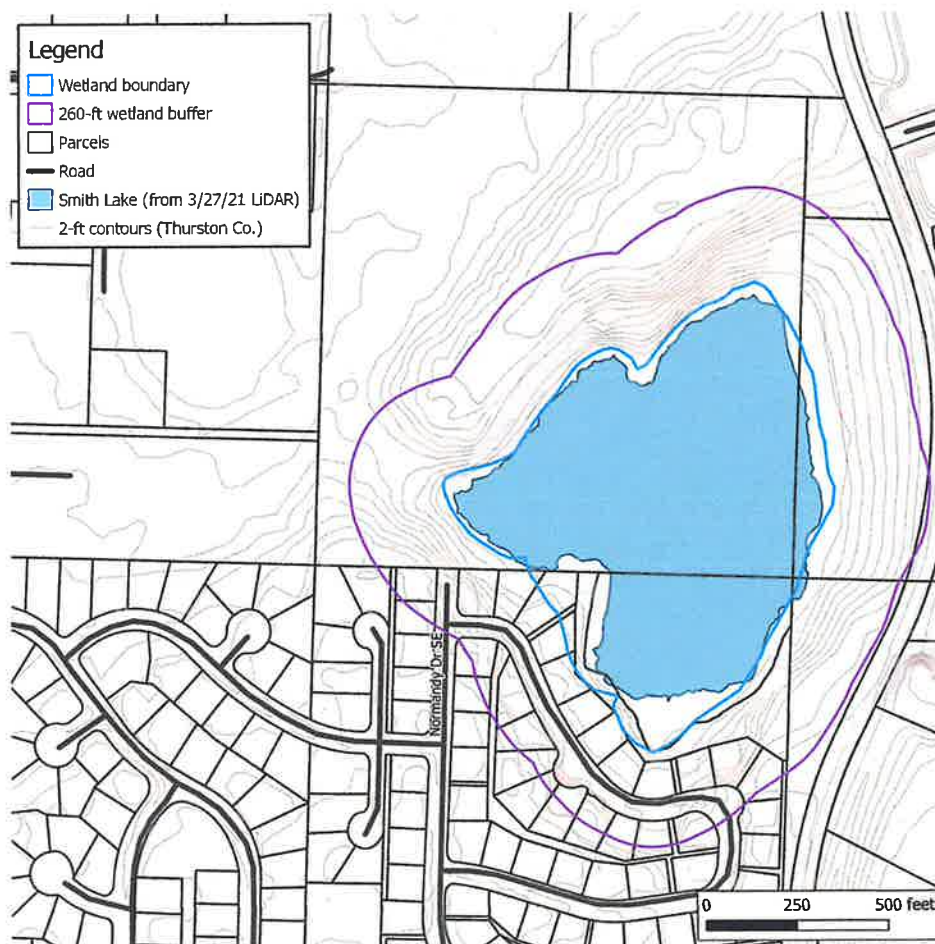
**Smith Lake Wetland: A Priceless Urban Wildlife Habitat**

Our consultants used the Washington Department of Ecology Wetland Rating System and the Olympia Municipal Code to calculate the width of the buffer zone required to protect the Smith Lake Wetland<sup>3</sup>.

The Wetland Rating System<sup>4</sup> uses a numerical score to classify wetlands as Category I, II, III, or IV. The analysis for the Smith Lake Wetland yielded a total score of 26 out of 27. This places it near the top of Category I, the category of wetlands that provide a high level of functions for society, are relatively undisturbed, and are particularly sensitive to disturbance.

One component of the Rating System's total score for a wetland is a "Habitat Score." This score is used by the Olympia Municipal Code (OMC)<sup>5</sup> to determine the required buffer width. Our consultants found the wetland's Habitat Score to be 8 out of 9.

In Table 32-1 of OMC 18.32.535, Habitat Scores range from 3 to 9, and each score is associated with a buffer of a specific width. With a score of 8, the Smith Lake Wetland is required to have a buffer extending outward 260 feet from every point on the wetland boundary. This buffer is shown in Figure 2. The figure shows that any continuation northward of Normandy Drive would necessarily cut through the buffer zone and probably cross the wetland itself.



**Figure 2. The Smith Lake Wetland and its required 260-foot-wide buffer.**

The Olympia Municipal Code states that *road/street expansion of existing corridor and new facilities* may be administratively authorized, but *only* in Category III and IV wetlands or their buffers (OMC 18.32.525-H). Furthermore, stormwater facilities associated with a road may be allowed, but again *only* in Category III and IV wetlands or their buffers (OMC 18.32.525-I). Such incursions into Category I or II wetlands or their buffers require exceptions to codes by the Olympia Hearing Examiner, but *only* if the application is for a *public project of significant importance* (OMC 18.32.530-D).

We conclude that the Normandy Extension is prohibited by law and should not be shown in the next Comprehensive Plan.

## **2. The Normandy Extension Is Not Needed**

In the existing Transportation Plan, Normandy Drive SE is labeled as a “future neighborhood collector.” This is presumably because it was thought to be needed to serve proposed housing on an undeveloped parcel north of Smith Lake. This parcel (#11832240000) has been owned by a succession of Seattle developers who submitted three different applications for development prior to the 2017 completion of the Transportation Plan. These applications proposed 100 to 200 dwelling units for the site, but none was ever built. It is important to note that at the time of these applications the parcel was zoned R-4-8, and each application assumed Olympia would extend its sewer system to serve the property.

There have been significant changes since the completion of the Plan in 2017. On February 15, 2022 the Olympia City Council unanimously rezoned Parcel #11832240000 and 12 nearby parcels in the Chambers Basin to R-4CB. This zoning reduced the maximum number of dwelling units from 8 per acre to 4 per acre. R-4CB zoning also imposes certain restrictions on development in recognition of the unique attributes of the area: high groundwater, poor drainage, the possibility of damaging floods, and a sensitive environment rich in wildlife. Indeed, the necessary grading and hardscape associated with a neighborhood collector road is inconsistent with the reasons City Council approved the new zoning.

There are no plans to extend the City’s sewer system to serve Parcel #11832240000 or other parcels in Chambers Basin. Any development there would have to include other methods of waste disposal.

Because of the new R-4CB zoning and lack of sewer service, development as dense as that proposed in the pre-2017 applications is not likely and may not be permitted. Thus there is little need for a road from the south to serve as a traffic collector. There are at least two possible access routes to this area from the north.

### **3. The Shana Park Homeowners Association Will Oppose the Normandy Extension**

Shana Park's design in 1977 recognized its then-existing rural location. Roads are winding and narrow, and do not include sidewalks. Our community presently sees very little through traffic. Many families and their pets walk, run, and bike on Normandy Drive. The conversion of Normandy to a through-street connecting with Yelm Highway will increase traffic and noise and decrease the safety and well being of our residents.

#### **Conclusion**

The northward extension of Normandy Drive SE shown in the City's Comprehensive Plan is in violation of the Olympia Municipal Code, is not needed, and is unwanted. It should be removed from the 2025 Update of the Plan.

#### **Notes**

<sup>1</sup> On June 17, 2021 Nicole Floyd, Principal Planner, City of Olympia, participated in a neighborhood meeting with residents of Shana Park. In response to a question about the Normandy Extension she stated: "No studies have been done related to (the road's) impact on the lake or wetland. (Its presence in) the Plan expresses intent, a goal."

<sup>2</sup> To learn more about Smith Lake's natural history and wildlife, please see our complete report: Shana Park Homeowners Association. "Smith Lake Wetland: An Assessment Based on the Washington State Department of Ecology Wetland Rating System, 2014 Update." May, 2023.

<sup>3</sup> Analysis was conducted by three professional scientists with many decades of experience in wildlife observation, environmental analysis, and site planning. The lead scientist is trained in use of the 2014 Wetland Rating System by the Washington State Department of Ecology.

<sup>4</sup> Washington State Department of Ecology. "Wetland Rating System for Western Washington: 2014 Update". Rating Form Effective January 1, 2015. <https://apps.ecology.wa.gov/publications/parts/1406029part1.pdf>

<sup>5</sup> Olympia Municipal Code. Article IV. General Regulations. Chapter 18.32: "Critical Areas". Revised June 2021. OMC 32.535: "Wetlands-Wetland Buffers". Table 32-1: "Wetland Buffer Widths".

**From:** [Michelle Swanson](#)  
**To:** [Warren Devine](#)  
**Subject:** Street connections in the Comprehensive Plan  
**Date:** Friday, September 15, 2023 8:59:00 AM

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Hi Dr. Devine,

Thanks for your patience in awaiting a reply to your concerns about two planned street connections in Olympia's southeast Urban Growth Area.

We understand your concerns about the future streets proposed in proximity to Smith Lake. For some background, the City places a strong emphasis on building a connected street network for several reasons, because a well-connected street grid:

- Reduces vehicles miles travelled and greenhouse gas emissions.
- Provides more routes when there are street closures due to construction or emergencies.
- Makes it easier for people to walk or bike places, because the routes are shorter.
- Reduces costs for the solid waste collection, because there are more direct routes and less backtracking.
- Reduces costs for the wastewater and drinking water utilities, because the pipes typically run under the streets. This also add redundancy to their networks, which increases their efficiency and reduces cost.

The planned street connections shown on the Comprehensive Plan transportation maps are in approximate, not exact, locations. The maps have this statement on them: *(t)he specific alignment of the future streets shown will be determined based on more detailed analysis during development review or City alignment studies.* This means that street alignment gets determined when a new development proposal is submitted to the City. When that happens we consider their proximity to critical areas, among many other things.

As you know, the comprehensive plan is in the process of undergoing a "periodic update," which will be complete by 2025. A periodic update is limited in scope and seeks to build consistency with City planning documents and concepts. This type of update does not include extensive analysis and study; rather it is meant to integrate detailed work that has been done recently. For example, the main emphasis on this comprehensive plan update will be to build consistency with the recently-completed Transportation Master Plan.

We recognize the need to study the current policies around street connectivity. However, it will not be part of the comprehensive plan update that is underway. We are planning to study street connectivity in more detail in the 2026-2028 timeframe. This street connectivity study will be multi-year process and allow us to look at the subareas of the City in more detail, consider new regulations around critical areas, and integrate updated development patterns. That will be the appropriate time to consider your concerns about the area near Shana Park and Smith Lake. In order to stay engaged in this and other City planning process, I encourage you to sign up for the City's [Planning & Development newsletter](#), if you have not already. When the time comes to do public outreach for this future street connectivity work, we will send notifications via that newsletter.

Best wishes,

**Michelle Swanson, AICP (she/hers)**

Senior Planner

City of Olympia | Public Works Transportation

360.753.8575



**From:** [Vicki Zarrell](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Potential school closures  
**Date:** Wednesday, March 6, 2024 9:28:53 PM  
**Attachments:** [letter to OSD superintendent and board members.pdf](#)

---

Dear City Council Members and Comprehensive Plan Staff,

I appreciate hearing that the city council intends to engage with the Olympia School District on its plan to potentially close one or two elementary schools in the district.

FYI, attached is a copy of a letter I delivered to the school superintendent and board members last week.

As I described in my letter, I am a long-time Olympia resident and have been volunteering at Madison Elementary since 1993. As our most urban school, Madison is an important touchstone in the history (and future) of Olympia...close to downtown, Avanti High School, city hall, library, fire station, churches, the developing Armory Creative Campus, and other central community services.

Sincerely,  
Vicki Zarrell  
1804 Marigold St NW  
Olympia WA 98502

February 29, 2024

TO:

- Olympia School Superintendent Patrick Murphy
- Elected School Board Members: Hilary Seidel, Scott Clifthorne, Maria Flores, Jess Tourtellotte-Palumbo, Darcy Huffman
- Appointed Student Representatives: Meredith Morgan, Dani Farney, Aphrodite Torres, Christine Zhang

I was saddened to watch via Zoom the testimony on February 26 about potential closure of Madison Elementary School. It appears that the district superintendent and some school board members are hardened in their resolve to close the school without seriously pursuing other options ... and without considering detrimental ramifications to the district and the city.

My husband and I have lived in the Olympia School District most of our lives. He lived close enough to walk and bike to the old Washington elementary/junior high school (Esther Knox Building). I also attended the old Washington Junior High School. We both graduated from OHS, as did my husband's four children and four of our grandchildren.

I know what it feels like to have to move to another school. My family moved into the OSD when I was 13, and I felt like an "outsider" – students had already formed their friend groups based on their elementary schools and neighborhoods. This year I'm a weekly reading buddy with three Madison students in the 4<sup>th</sup> grade. I fear for them and all Madison students if they are moved to other schools – it would be immense stress, added to the disruptions they experienced during the pandemic!

**What the OSD stands to lose by closing Madison Elementary School:**

- Our most urban school -- an important touchstone in its neighborhood and close to our downtown, Avanti High School, city hall, library, fire station, churches, the developing Armory Creative Campus, and other central community services.
- Community support for the district and for Madison students/families/staff:
  - ✓ I've volunteered at Madison Elementary since 1993, beginning at the "old Madison" on Central Street. Many others are also long-time volunteers.
  - ✓ The First United Methodist Church across the street "adopted" Madison and members donate time, talents and financial support to the school, its students and families.
  - ✓ Neighborhood residents support the school through food drives, holiday activities, watching out for students walking and biking in the neighborhood.
- Reputation of the school district and its decision-making
- Depressed property tax values ... less \$ for schools

How can you convince anyone that closing Madison is a sound decision?

Sincerely,

Vicki L. Zarrell [vzarrell@hotmail.com](mailto:vzarrell@hotmail.com)  
1804 Marigold St NW, Olympia WA 98502

**From:** Wattenberg, Sara <sara.wattenberg@pse.com>  
**Sent:** Thursday, April 18, 2024 2:26 PM  
**To:** Joyce Phillips; Olympia2045  
**Cc:** Tousley, Amy; Rompa, Kristine  
**Subject:** Olympia Comprehensive Plan - PSE Comments - April 2024  
**Attachments:** [PSE Comp Plan Language Comments April 2024.xlsx](#)

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Joyce,

On behalf of Puget Sound Energy (PSE), I am reaching out to convey our thoughts for your consideration as part of the periodic update to the comprehensive plan and development regulations under the Revised Code of Washington (RCW), specifically Chapters 36.70A and 43.21C.

The attached spreadsheet contains suggested language as it relates to customer programs and our shared climate goals. In the attached, you will find 7 tabs grouped by category.

At PSE, we recognize that climate change is one of the biggest existential threats facing our planet today. As one of the largest producers of renewable energy in the Pacific Northwest, PSE has been an early leader in addressing climate change and investing billions in renewable resources and energy efficiency for homes and businesses. Now, PSE is on the path to meet the current and future needs of its customers and to deliver on the requirements to decarbonize operations and serve its customers and communities equitably. This transition is unprecedented in terms of the magnitude of the change and the accelerated time frame in which it must be achieved. By working together, we can successfully drive towards our shared clean energy goals.

PSE looks forward to providing input as the comprehensive plan items are discussed in more detail. Together, we can reduce emissions and keep energy safe, reliable, and affordable. Please do not hesitate to contact me with any additional questions.

Respectfully,

Sara Wattenberg  
Municipal Liaison Manager –  
Thurston and Lewis Counties  
Puget Sound Energy  
Mobile: (253) 306-2255



## Energy Equity

### PSE Program

### Model Comp Plan Language

#### Assistance Programs

**PSE's Bill Discount Rate (BDR):** Our BDR program provides income qualified customers with ongoing help on their monthly energy bill. Depending on household income and size, customers can save 5% to 45% a month on your bill.

**PSE Home Energy Lifeline Program (HELP):** PSE provides qualified customers with bill-payment assistance beyond the Washington state LIHEAP program. Customers do not need to owe a balance on their PSE bill to apply.

**LIHEAP Program:** This government program provides financial assistance so eligible households can maintain affordable, dependable utility services and avoid disconnection. PSE can assist with eligibility requirements and applications.

**The Salvation Army Warm Home Fund:** Administered by the SA and funded by voluntary contributions from PSE customers, employees, and investors. The Warm Home Fund provides short-term, emergency bill payment assistance to PSE customers facing financial difficulties.

**Payment Arrangements:** PSE will work with customers to produce a manageable payment schedule with a realistic timeline for up to 18 months.

**Budget Payment Plan:** PSE provides customers with a predictable average monthly payment to reduce bill fluctuation and avoid unplanned high bills during winter heating months.

Partner with PSE to promote financial assistance and discounted billing programs for income qualified residents in order to ensure that the most vulnerable are not disproportionately impacted by the State's clean energy transition.

**Home Weatherization Assistance:** This program provides free upgrades for single-family homes, manufactured homes or eligible apartment buildings. Upgrades can include insulation, duct sealing and much more.

**Energy Efficiency Boost Rebates:** PSE offers higher rebates on energy-efficient upgrades to income-qualified customers.

**Low-Income Eligible Community Solar:** This no cost program enables bill savings of up to \$40 per month for income eligible customers.

## Electric Vehicles

PSE Program

Model Comp Plan Language

### PSE Up & Go EV Charging Programs

**PSE Up & Go Electric for Public:** PSE helps organizations easily and affordably install public charging for all EV drivers.

**PSE Up & Go Electric for Fleet:** PSE empowers businesses, municipalities and more with electrifying their fleets.

**PSE Up & Go Electric for Multifamily:** PSE brings pole charging to multifamily properties to attract new residents and keep existing ones.

**PSE Up & Go Electric for Workplace:** PSE brings charging to workplaces so employees can electrify their commutes.

**PSE Home Charging:** PSE provides rebates and incentives for the installation of home EV charging stations.

Support EV charging infrastructure throughout the community in order to support the decarbonization of our transportation sector.

## Energy Efficiency & Green Options

PSE Program

Model Comp Plan Language

### Energy Efficiency

**Home Energy Assessment:** PSE offers a quick and convenient 3-step process to help customers understand and control their home's energy usage.

**Energy Efficiency Rebates:**

- Appliance program
- Electric hybrid heat pump water heaters
- Smart thermostats program
- Weatherization program
- Windows, water heat and space heat programs
- Home weatherization assistance
- Insulation

Partner with PSE to promote energy efficiency programs and initiatives.

Expedite permitting processes related to energy efficiency upgrades.

**Other PSE Energy Rebates:**

- EV chargers
- New construction

**Clean Buildings Accelerator:** PSE assists customers with complying with Washington's Clean Buildings Law (HB 1257, 2019).

### Green Options

**Green Power:** PSE customers can voluntarily contribute to PSE investments in renewable energy projects in the Pacific Northwest.

**Solar Choice:** PSE customers can voluntarily purchase solar energy from independent sources through PSE.

**Carbon Balance:** PSE customers can voluntarily purchase carbon offsets from local forestry projects through PSE.

**Community Solar:** PSE customers can voluntarily contribute to solar projects of their choice installed on such facilities as local school and community centers.

Partner with PSE to promote local investments and customer enrollment in clean energy projects and programs in order to achieve clean energy goals.

**Renewable Natural Gas:** PSE customers can voluntarily purchase blocks of RNG to lower than carbon usage and support the development of locally produced RNG.

**Green Direct:** This program is offered to local municipalities and corporations seeking to reduce their carbon footprint by investing in large scale renewable energy projects. This program is currently full.

## Demand Response - Energy Management

PSE Program

Model Comp Plan Language

### Peak Load Shifting

**Time of Use (TOU) Program:** PSE's current pilot program uses variable 24 hour pricing to incentivize customers to use less power during times of peak demand.

**Flex Rewards:** This program encourages and financially incentivizes voluntary reduction in energy use during peak demand.

**Flex Smart:** This program financially rewards customers for allowing PSE to make remote minor adjustments to thermostats during periods of high peak load and demand.

**Flex EV:** This program incentivizes EV charging during off-peak hours.

Partner with PSE to promote and support programs designed to decrease load on the grid during times of peak use.



Grid Modernization & Infrastructure	
PSE Investments/Initiatives	Model Comp Plan Language

**New Carbon Free Electrical Generation & Energy Storage Systems**

**Wind and Hybrid Wind (co-located wind and battery):** A variable source of power representing approximately 30% of PSE's future electric resource need by 2030.

**Solar and Hybrid Solar (co-located solar and battery):** A variable source of power representing approximately 16% of PSE's future electric resource need by 2030.

**Utility-Scale Battery Energy Storage Systems (BESS):** A technology that will allow energy to be stored for future use representing about 22% of PSE's future electric resource need by 2030. Types of energy storage technology include:

- Chemical (e.g., Lithium-Ion Iron-Air)
- Thermal (e.g., carbon, molten salt)
- Gravity (e.g., water pumping, mechanical)

Variable generation sources (wind & solar) require large scale **Battery Energy Storage Systems (BESS)** to be fully utilized since the sun goes down when demand increases and wind often fades when most needed; such as during extremely cold weather. Batteries maximize electrical production from variable generation sources, help meet periods of peak demand, and provide greater reliability for the grid.

Partner with PSE to effectively meet rapidly increasing electrical demand as the City and region work to achieve a Clean Energy Transition by adopting codes that support siting existing and new technologies.

**New and Upgraded Transmission Lines, Substations, and Distribution Lines**

New regional **transmission** lines are needed to serve new utility scale clean energy resources, such as wind and solar.

New local **transmission** lines are needed to meet increasing local demand due to growth, EV's, and electrification of the heating sector (e.g., Sammamish to Juanita line in Kirkland).

**Transmission** upgrades are needed to meet increasing local demand (e.g., Energize Eastside line in Redmond, Bellevue, Newcastle, and Renton upgraded from 115kv to 230kv) due to growth, EVs, and electrification of the heating sector.

Expedite the local permitting and approval process in order to maintain grid capacity and reliability.

In order to assure continued capacity and reliability, new and larger **substations** will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.

Additional 12.5kv **distribution lines** will be needed to meet growing energy needs due to growth, EVs and electrification of the heating sector.

**Behind the Meter - Distributed Energy Resources (DER)**

**Customer Connected Solar:** PSE assists customers with information and resources for installing residential solar projects and how to apply for interconnection and net metering with PSE.

**Battery Walls:** PSE offers installation guidelines and a process whereby customers can report battery installations.

Promote and support the growth of customer owned distributed energy resources.

**Host An Energy Project:** Community partners can get paid to lease space to PSE to develop distributed solar and/or battery storage projects.

**Distributed Renewables:** PSE supports the development of commercial customer-owned renewable energy projects that generate between 100 kilowatts and 5 megawatts to interconnect to the PSE electrical distribution grid.

**Vegetation Management**

Many cities are pursuing aggressive urban forestry programs in order to beautify their community, reduce heat islands, and to provide carbon offsets. Such policies should be balanced with the need to protect electrical system reliability around overhead lines.

Support ongoing vegetation management in order to maintain system reliability.

**Public Funding**

Recent state and federal legislation, including the IIA and IRA, have unlocked public funding for climate and environmental benefit. PSE is aggressively pursuing all applicable funding opportunities to support lower customer bills, reduced power costs, and investments in the grid and clean energy. PSE is also supporting municipalities, tribes, and non-profits in their applications for public funding.

Pursue public-private partnership to seek funding sources to accelerate clean energy projects.

## Wildfire Preparedness

PSE Program

Model Comp Plan Language

### Wildfire Mitigation

**Situational Awareness:** PSE evaluates the condition of the electric system, as well as the environment around it, using real-time weather data, wildfire risk modeling and pre-wildfire season inspections.

**Strengthening the electric system:** PSE regularly maintains and updates the electric system to provide safe and reliable power to our customers. In areas of high wildfire risk, we identify maintenance and improvement activities that will further reduce the risk of wildfire, including **vegetation management**, equipment upgrades, and in some cases, moving power lines underground.

**Operational Procedures:** During wildfire season, PSE may change some device settings or implement operational procedures to reduce the risk of wildfire. In the future, PSE may proactively turn off power during high wildfire risk conditions to help prevent wildfires. This is called a **Public Safety Power Shutoff (PSPS)**.

**Emergency Response:** During an emergency, including an active wildfire, PSE will coordinate with local emergency officials and may implement emergency response procedures. This may include turning off power at the request of emergency officials for public and first responder safety.

Support PSE's wildfire mitigation efforts including electric system upgrades, year-round vegetation management, and fire weather operational procedures. Work closely with utilities and local fire departments to lessen the risk and impact of wildfires.

## Gas Conservation & Decarbonization

PSE Program

Model Comp Plan Language

### Gas Decarbonization

#### **Renewable Natural Gas Production**

Utilizing wastewater facility, landfill, or similar system.

Evaluate the potential for renewable, recoverable natural gas in existing systems.

**From:** Ronda Larson Kramer <rlarsonkramer@gmail.com>  
**Sent:** Wednesday, April 24, 2024 6:57 PM  
**To:** Capital Mall Triangle Plan  
**Subject:** Thurston 2045 input re. housing

To David Ginther, Senior Planner:

Regarding the housing element of the comprehensive plan update, please increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county.

And please don't support attempts by the county to pretend they are minimizing development in unincorporated rural areas by merely rezoning those same areas to urban and building multifamily housing there. Currently, the county appears headed in that direction and is indicating a desire to build over 200 multifamily apartments in the rural area via a misapplication of the 2022 UGA swap law .

Thanks.

Ronda Larson Kramer  
Olympia

**From:** Judi Dedge <[kleinsmithjm7@gmail.com](mailto:kleinsmithjm7@gmail.com)>  
**Sent:** Friday, April 26, 2024 11:49 AM  
**To:** Capital Mall Triangle Plan  
**Subject:** Re: PRESERVE RURAL LANDS

Please adopt the sustainable Thurston goal of building NO MORE THAN 5% of new housing in rural areas, and don't rezone rural areas to urban to claim you're accomplishing the goal. Most future housing growth should be in the denser urban areas.

Also, increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county, and don't support attempts by the county to rezone rural areas to urban to pretend that's not development of unincorporated rural areas.

Thank you.

On Fri, Apr 26, 2024 at 11:44 AM Judi Dedge <[kleinsmithjm7@gmail.com](mailto:kleinsmithjm7@gmail.com)> wrote:

| Please adopt the sustainable Thurston goal of building NO MORE

**From:** [Shaun Dinubilo](#)  
**To:** [Olympia2045](#)  
**Subject:** RE: Olympia 2045 - May Update  
**Date:** Wednesday, May 29, 2024 9:43:51 AM

---

Hello Joyce,

I would recommend that the City develop up a cultural resource management plan (CRMP) as part of this effort. The city has numerous known cultural resources and an incredibly high potential for encountering unrecorded cultural resources. It is expected that the city will keep growing, which in turn, will create more adverse effects to cultural resources. A good example of a city with a CRMP is Redmon, WA. I think the best way for the city to grow in relations to cultural resources is to hire an archaeologist and craft a CRMP.



Shaun Dinubilo  
Archaeologist  
FAA Certified (Section 107) sUAS Remote Pilot  
Cultural Resource Department  
Squaxin Island Tribe  
200 S.E. Billy Frank Jr. Way  
Shelton, WA 98584  
Phone: 360-432-3998  
Email: [sdinubilo@squaxin.us](mailto:sdinubilo@squaxin.us)  
Email is my preferred method of communication.

As per 43 CFR 7.18[a][1] of the Archaeological Resource Protection Act, Section 304 of the National Historic Preservation Act, and RCW 42.56.300 of the Washington State Public Records Act- Archaeological Sites, all information concerning the location, character, and ownership of any cultural resource is exempt from public disclosure.

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**From:** Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)>  
**Sent:** Wednesday, May 15, 2024 1:51 PM  
**To:** Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)>  
**Subject:** Olympia 2045 - May Update

Some people who received this message don't often get email from [olympia2045@ci.olympia.wa.us](mailto:olympia2045@ci.olympia.wa.us). [Learn why this is important](#)

You are receiving this email as a Party of Record for the City of Olympia's Comprehensive Plan Update (Olympia 2045). If you no longer wish to receive these emails, please reply to this email and ask to be removed from the list.

# Olympia 2045: May 2024 Update

Our comprehensive plan update is underway. The City is updating the plan using a phased, chapter by chapter approach. Several chapters are currently in review, with the remaining chapters kicking off soon. Please use the links below to follow the process and get involved in the chapters you're interested in – each chapter has a webpage with more detail and timeline.

Please see the attached for updates and upcoming meetings.

## Thank you!

Olympia 2045 is your opportunity to shape the City of Olympia's long-term vision and goals. Through this process we will update the City's Comprehensive Plan and address new or updated state requirements. The Olympia 2045 update will also consider population projections and resulting employment and housing needs, as our community is expected to grow by approximately 20,000 additional residents within 20 years. Comments will be accepted throughout the process and can be sent to [olympia2045@ci.olympia.wa.us](mailto:olympia2045@ci.olympia.wa.us).

Access the latest Olympia 2045 information at [engage.olympiawa.gov/olympia2045](https://engage.olympiawa.gov/olympia2045), or find background information and the existing City Comprehensive Plan at [olympiawa.gov/compplan](https://olympiawa.gov/compplan).

-

Joyce Phillips, AICP, Principal Planner (she/her)  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.570.3722 | [olympiawa.gov](https://olympiawa.gov)

**Note: Emails are public records and are eligible for release.**

**From:** [Anita Kraft](#)  
**To:** [Olympia2045](#)  
**Subject:** Climate Change  
**Date:** Thursday, May 30, 2024 12:57:33 PM  
**Attachments:** [image.png](#)

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**I think Olympia should follow LA and be a pioneer in this:**

<https://www.weforum.org/agenda/2021/04/ultra-white-paint-reflects-sunlight-cools-climate/#:~:text=In%20Los%20Angeles%2C%20California%2C%20some.city's%20Bureau%20of%20Street%20Services.>

In Los Angeles, California, some streets and pavements have been painted with a white coating called CoolSeal to help reduce temperatures in the city. This resulted in the streets being 10 to 15 degrees Fahrenheit (5.5C - 8.3C) cooler on average than others, according to the city's Bureau of Street Services.

Imagine if we did this in all our urban areas, especially ones identified as heat islands.

Anita Kraft







Join us

Sign in

CLIMATE ACTION

# How ultra-white paint could help fight climate change

Apr 27, 2021



White knight ... 1,000 square feet of the sunlight-reflecting paint has a cooling power of 10 kilowatts.  
Image: Unsplash/Yoann Siloine

## Victoria Masterson

Senior Writer, Forum Agenda



Listen to the article

4 min listen

- 
- 1,000 square feet could have a cooling power of 10 kilowatts.
  - Walls and roofs have been painted white for centuries to deflect heat.

### **Who needs air conditioning when we have...super-white paint?**

Scientists at Purdue University in the state of Indiana in the United States say they've created a new paint that's so ultra-white, it could do away with the need for aircon – while helping to fight climate change.

#### **Have you read?**

- [How energy demand for cooling in India's cities is changing](#)
  - [Demand for cooling is blind spot for climate and sustainable development](#)
  - [These innovations could keep us cool without warming the planet](#)
- 

“If you were to use this paint to cover a roof area of about 1,000 square feet, we estimate that you could get a cooling power of 10 kilowatts,” said Xiulin Ruan, a Purdue professor of mechanical engineering. “That’s more powerful than the central air conditioners used by most houses.”



Xiulin Ruan, a Purdue University professor of mechanical engineering, holds up his lab's sample of the whitest paint on record. Image: Purdue University/Jared Pike

Typical commercial white paint gets warmer rather than cooler. Purdue says its product repels infrared heat from a surface and reflects up to 98.1% of sunlight. This outperforms 80%-90% of comparable products and beats the 95.5% of sunlight reflected by the researchers' previous ultra-white paint.

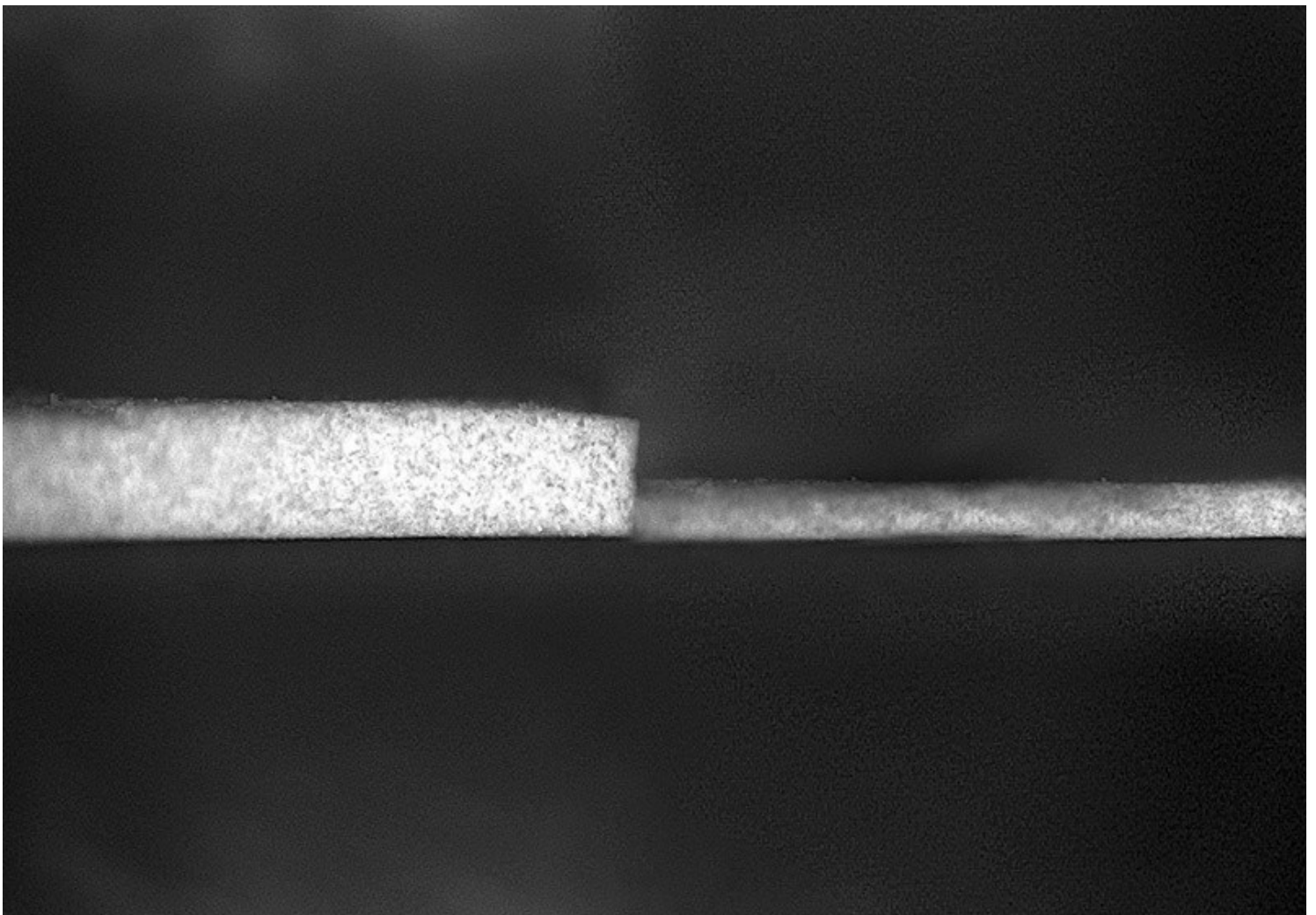
### **Whiter than white**

So what makes this paint so reflective? It's mainly down to a chemical compound called barium sulfate which is also used to make photographic paper white. Different sized particles within the paint help to make it more reflective.

In an outdoor demonstration, the team showed the paint was able to keep surfaces 19° Fahrenheit (10.5C) cooler than the ambient surroundings at night. It can also cool

Painting walls and roofs white to deflect heat has been done for centuries. Since the 1970s, there have been attempts to develop radiative cooling paint as a workable alternative to traditional air conditioners. This new paint is the result of six years of research.

And in October 2022, the team behind the paint announced that they'd made it **thinner and lighter**, making it suitable for use on vehicles like airplanes and cars.



Purdue University researchers have created a new formula for the world's whitest paint, making it thinner and lighter. Image: Purdue University photo/Andrea Felicelli

## Keeping cool

---

from air conditioners will triple by 2050 – equivalent to adding 10 new air conditioners every second for the next 30 years.

The power needed to keep air conditioners and electric fans running accounts for 20% of global electricity use, according to the IEA's Future of Cooling report.

In Los Angeles, California, some streets and pavements have been painted with a white coating called CoolSeal to help reduce temperatures in the city. This resulted in the streets being 10 to 15 degrees Fahrenheit (5.5C - 8.3C) cooler on average than others, according to the city's Bureau of Street Services.



Painting streets and pavements white has been shown to reduce temperatures in nearby areas. Image: Bureau of Street Services

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mercury climbed to 130 degrees Fahrenheit or 54 Celsius.

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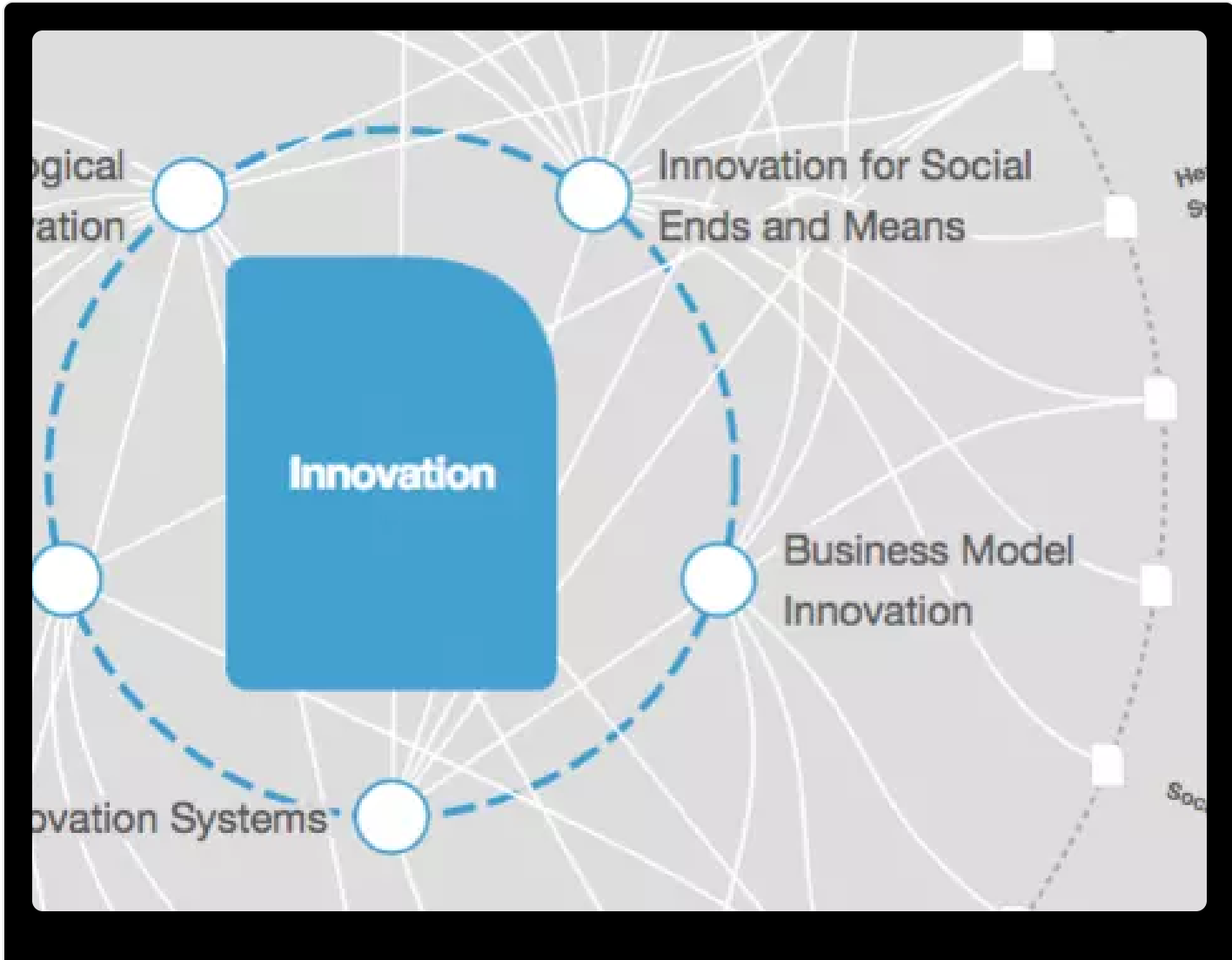
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## LANGUAGE EDITIONS

English

**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Thurston 2045 input re. housing  
**Date:** Tuesday, June 4, 2024 1:33:14 PM

---

**From:** Ronda Larson Kramer <rlarsonkramer@gmail.com>  
**Sent:** Wednesday, April 24, 2024 6:57 PM  
**To:** Capital Mall Triangle Plan <triangle@ci.olympia.wa.us>  
**Subject:** Thurston 2045 input re. housing

To David Ginther, Senior Planner:

Regarding the housing element of the comprehensive plan update, please increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county.

And please don't support attempts by the county to pretend they are minimizing development in unincorporated rural areas by merely rezoning those same areas to urban and building multifamily housing there. Currently, the county appears headed in that direction and is indicating a desire to build over 200 multifamily apartments in the rural area via a misapplication of the 2022 UGA swap law .

Thanks.

Ronda Larson Kramer  
Olympia



**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Input for Comp Plan Updates  
**Date:** Tuesday, June 4, 2024 1:32:32 PM

---

-----Original Message-----

From: Gerald Y <[geyeazell@gmail.com](mailto:geyeazell@gmail.com)>  
Sent: Friday, April 19, 2024 11:02 AM  
To: Capital Mall Triangle Plan <[triangle@ci.olympia.wa.us](mailto:triangle@ci.olympia.wa.us)>  
Subject: Input for Comp Plan Updates

Increase housing density in the city to create walkable neighborhoods with transit access that supports minimal development in the unincorporated rural area of the county.

Gerald Yeazell  
Sent from my iPhone

**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Leave rural areas Rural!  
**Date:** Tuesday, June 4, 2024 1:32:08 PM

---

**From:** Lisa Bailey <[squitahead@yahoo.com](mailto:squitahead@yahoo.com)>  
**Sent:** Monday, April 22, 2024 6:55 PM  
**To:** Capital Mall Triangle Plan <[triangle@ci.olympia.wa.us](mailto:triangle@ci.olympia.wa.us)>  
**Subject:** Leave rural areas Rural!

Please please:

Increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county, and don't support attempts by the county to rezone rural areas to urban to pretend that's not development of unincorporated rural areas.

[Sent from Yahoo Mail for iPad](#)

**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: PRESERVE RURAL LANDS  
**Date:** Tuesday, June 4, 2024 1:31:18 PM

---

**From:** Judi Dedge <[kleinsmithjm7@gmail.com](mailto:kleinsmithjm7@gmail.com)>  
**Sent:** Friday, April 26, 2024 11:49 AM  
**To:** Capital Mall Triangle Plan <[triangle@ci.olympia.wa.us](mailto:triangle@ci.olympia.wa.us)>  
**Subject:** Re: PRESERVE RURAL LANDS

Please adopt the sustainable Thurston goal of building NO MORE THAN 5% of new housing in rural areas, and don't rezone rural areas to urban to claim you're accomplishing the goal. Most future housing growth should be in the denser urban areas.

Also, increase density in the city to create walkable neighborhoods with transit access that minimizes development in unincorporated rural areas of the county, and don't support attempts by the county to rezone rural areas to urban to pretend that's not development of unincorporated rural areas.

Thank you.

On Fri, Apr 26, 2024 at 11:44 AM Judi Dedge <[kleinsmithjm7@gmail.com](mailto:kleinsmithjm7@gmail.com)> wrote:

Please adopt the sustainable Thurston goal of building NO MORE

**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Keep rural lands rural  
**Date:** Tuesday, June 4, 2024 1:31:02 PM

---

**From:** Eowyn Smith <e.s.nestlings@gmail.com>  
**Sent:** Thursday, May 23, 2024 4:04 PM  
**To:** Capital Mall Triangle Plan <triangle@ci.olympia.wa.us>  
**Subject:** Keep rural lands rural

Hello, I am hoping that you will put your energy into helping to keep our rural lands, farms, & forests rural. And that you can help ensure that increased density is focused in already urban areas of our city. This will help protect our farms, forests and rivers and all the beings who rely on them for their livelihood.

Thank you for your efforts!  
Best regards,  
Eowyn Smith

**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Housing Density Concerns  
**Date:** Tuesday, June 4, 2024 1:30:46 PM

---

**From:** Elsie Sabel <elsie.luna.sabel@gmail.com>  
**Sent:** Friday, May 24, 2024 8:04 PM  
**To:** Capital Mall Triangle Plan <triangle@ci.olympia.wa.us>  
**Subject:** Housing Density Concerns

Hello, my name is Elsie, I'm an 18 year old who lives in the suburbs just outside of Olympia's city limits. I recently learned that the TRPC adopted urban planning projections that assumed around 14% housing growth in rural areas. I urge you to do everything you can to reduce that number.

I've been following local climate legislation since we passed the Thurston Climate Mitigation Plan in 2020, when I was 14 years old. Since then, I've been more than disappointed with how much our county is dragging its feet. With 2023 being the hottest year on record and unprecedented marine heat waves, now is not the time to take it slow with our climate policy. We need drastic action and that needs to happen at every level of government, including at the city and county level.

As someone living in a relatively rural place, higher urban density has always seemed like a no-brainer to me. When I was younger, I couldn't go anywhere without my parents driving me, which left me with little self-determination. I used to dream of living next to my friends and being able to walk to the movie theater with them. Kids in urban areas will have that chance. I also loved running around in the woods as a kid. Unfortunately, with more low-density housing, the new generation might not get that opportunity, as trees will be replaced with cookie-cutter houses and lawns that contribute a fraction of the biodiversity and carbon sequestration that a stand of trees offers.

So please, for the health of our planet and the mental health of your youngest constituents, Follow the Thurston Climate Mitigation Plan, and the Sustainable Thurston plan and allow no more than 5% of new housing in rural areas of our beautiful city and county.

Thank you for hearing me out,  
-Elsie

**From:** [Capital Mall Triangle Plan](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: in support of climate action and sustainable housing density  
**Date:** Tuesday, June 4, 2024 1:30:28 PM

---

David Ginther (he/him), Senior Planner  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.753.8335 | olympiawa.gov

**Note: Emails are public records and are eligible for release.**

---

**From:** Rebecca Canright <rebeccagroovypeace@gmail.com>  
**Sent:** Saturday, May 25, 2024 7:38 AM  
**To:** Capital Mall Triangle Plan <triangle@ci.olympia.wa.us>  
**Subject:** in support of climate action and sustainable housing density

Greetings!

I am a young person who cares about taking meaningful climate action. Thanks for all that you do! I know that together, we can create a more ecologically responsible and healthy community.

I am writing to express support for keeping density plans consistent with the Sustainable Thurston and Thurston Climate Mitigation Plan density goals. I think that planners should plan for minimal new housing in the unincorporated rural area, using the Sustainable Thurston goal of no more than 5% of new housing in rural areas, and that most future housing growth should be in denser, walkable urban areas. To accommodate this, city planners should allow for more housing in the cities, including affordable housing, and creating walkable neighborhoods with transit access.

We can benefit both city residents and the environment, by limiting urban sprawl.

Other benefits of improving density in our communities include:

- Preserving water, trees, wildlife, and fish (biodiversity)
- Preserving agricultural lands
- Increasing building energy efficiency, with cost savings to residents
- Reducing transportation costs
- Bolstering carbon sequestration by providing more space available for diversely forested areas.

County staff are currently working on an alternative housing projection that is more in line with the Sustainable Thurston density goal.

This is excellent news. Together, we can practice smart, environmentally sustainable

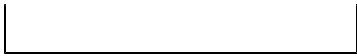
urban growth.

Thank you for your time!!

Take good care, Rebecca

--

Frigate birds fly for months over the ocean and can engage in both regular sleep and use half their brain at a time to sleep during soaring or gliding flight.



Compassion for all creatures great and small.

**From:** [Oly CNA](#)  
**To:** [David Ginther](#); [Olympia2045](#)  
**Subject:** CNA Recommended Changes to Participation Chapter  
**Date:** Thursday, August 15, 2024 3:23:51 PM  
**Attachments:** [LD Draft Public Participation and Partners chapter Tracked Changes.doc.pdf](#)

---

Please find attached the CNA Executive Committee recommended changes to the Draft Public Participation and Partners Chapter.

If you have any questions, please feel free to call Larry Dzieza at 360.556.6070 or email.

These changes include a recommendation for change that has long been raised by RNA members at CNA meetings, item GP4.

**GP4 Community members and other key stakeholders feel their opinions and ideas are heard, valued, and are informed about how they were considered and used by policy makers, advisory committees, and staff.**

Thank you for the opportunity to respond.

--

Larry Dzieza, Chair

CNA

[cna.olympia@gmail.com](mailto:cna.olympia@gmail.com)



## Public Participation and Partners



Community members talk about their priorities at an Imagine Olympia event

### What Olympia Values:

Olympians value ~~their right to participate~~ participating in city government, and ~~to engage~~ engaging in meaningful, open and respectful community dialogue regarding decisions that affect our community.

### Our Vision for the Future:

Through collaborative and open discussions, Olympians ~~embrace a shared~~ responsibility to make our community a better place.

Read more in the [Community Values and Vision chapter](#)

### Introduction

Successful communities face their challenges collectively and ~~harness~~ employ the energy of different stakeholders. Without diverse participation in community decision-making, it is all too easy for the public to descend into ~~indifference or alienation~~ political gridlock over complex problems.

The voices of residents, local business owners and organizations provide the perspective and information that are absolutely essential to effective planning and decision-making regarding issues that will shape our community for generations to come. For this reason, the City ~~has a strong, ongoing program to reach~~ es out and ~~partner~~ s with all sectors of the community.

The City has found cooperative relationships between members of the community and policy-makers ~~that will~~ continue to be essential if we are to achieve the collective vision and goals described in this Plan. It ~~understands and makes use of effective and tested~~ will continuously work to improve upon methods for encouraging community members to engage at multiple levels as we continue to look for creative solutions to the challenges we all share.

### Public Participation is Essential

Active participation in civic affairs is an important part of life in Olympia, and the City has a long history of providing a forum for community members to get involved. Our open

government policies are essential to ensure residents, business owners, employees and other community members are able to effectively participate in any number of issues.

...

[page 3] To address these challenges, the City is always looking for new and creative ways to engage the community, including using technologies, such as social media, online discussion portals and high-quality visual maps. The City will continue to evaluate engagement methods to ensure they are equitable and inclusive. The City will ~~outreach~~ reach out to the community using methods that will reach those most affected and those with the least ability to participate. The City will work to go into the community to meet with people where they are at. The City strives to create clear, concise, and jargon-free information so that people can easily and quickly understand the issues and provide input. The City hopes this will inspire partnerships that will help the community to pool its resources so that needed changes can be made more quickly and efficiently.

...

[page 5]

**PP1.2** Annually measure and highlight progress towards achieving the Comprehensive Plan goals and policies including how well we are achieving our engagement goals in this chapter. Engage the community in updating the strategy, publish performance reports, and recognize community partners who contribute to achieving the vision.

...

[Page 7]

**GP4** Community members and other key stakeholders feel their opinions and ideas are heard, valued, and are informed about how they were considered and used by policy makers, advisory committees, and staff.

**From:** [Melissa Allen](#)  
**To:** [Olympia2045](#); [CityCouncil](#)  
**Subject:** My comments on the Draft Public Participation and Partners Chapter of the Olympia Comprehensive Plan  
**Date:** Thursday, August 15, 2024 4:10:11 PM

---

Thank you for the opportunity to comment on the latest draft of the Public Participation and Partners Chapter of the Olympia Comprehensive Plan. City government and its advisory committees have an established communication network through which, I presume, there is two-way sharing of information and perspectives. There is no such pathway for communication between the City and RNAs/CNA.

Since its beginning (2014?) the evolving Comprehensive Plan has always referenced RNAs as key participants but, in practice, this consists of informing RNAs/CNA of developed plans or one-way testimony at Council and Advisory Committees. This approach does not allow for the back and forth communication which is essential for building trust in government. I would like to see a more reciprocal relationship between the City and its neighborhoods. I am not an urban planner but my social work experience tells me that people generally are more cooperative when they feel heard. Not always agreed with, but heard! *There must be similar cities with such a feedback mechanism.*

That said, here is my proposed revision of **GP4** in the draft Public Draft Public Participation and Partners Chapter of the Olympia Comprehensive Plan and Partners Chapter of the Olympia Comprehensive Plan:

**Current language: GP4** Community members and other key stakeholders feel their opinions and ideas are heard, valued, and used by policy makers, advisory committees, and staff.

**My suggested revision: GP4** Community members and other key stakeholders feel their opinions and ideas are heard and valued. **This is demonstrated by the City informing community members and stakeholders on how their opinions and ideas were considered and used by policy makers, advisory committees, and staff.**

I also would like to comment on the **sub-area planning** referenced in GP5. I represented my RNA when we developed the **Sub-Area A plan** several years ago. Sub-area A, later known as Olympia Northeast Neighborhoods Alliance (ONNA), submitted a detailed plan for addressing our hopes & concerns for the Northeast side (I have a copy if anyone would like to read it). There was no response from the City beyond "thank you". The collaborative effort stopped as soon as the plan was submitted. There was certainly benefit from the harmonious work group we developed, but forward movement was stymied by our lack of access to City resources.

That said, here is my proposed revision of **GP5** in the draft Public Draft Public Participation and Partners Chapter of the Olympia Comprehensive Plan and Partners Chapter of the Olympia Comprehensive Plan:

**Current language: GP5** Sub-area planning is conducted through a collaborative effort by community members and the City, and is used to shape how neighborhoods grow and develop.

**My suggested revision: GP5** Sub-area planning is conducted through a collaborative effort by neighborhood representatives and the City, and is used to shape how neighborhoods grow

and develop. **The City's on-going recognition of sub-area planning work is demonstrated by active two-way communication between sub-area representatives and City planning staff.**

**Thank you,**

**Melissa Allen**

**1702 Prospect Ave NE**

**Olympia 98506**

**From:** [Peter Guttchen](#)  
**To:** [Melissa Allen](#); [Olympia2045](#); [CityCouncil](#); [Oly CNA](#)  
**Subject:** Comments on the draft Public Participation Chapter of the Comprehensive Plan Update.  
**Date:** Friday, August 16, 2024 10:27:17 AM

---

Good morning - I discovered this morning that the email below that I thought I sent last night did not leave my outbox. I understand the deadline to submit these comments was yesterday, but I hope you will still consider them as you prepare for the Public Hearing on the Comp Plan in October.

Thank you,

Peter Guttchen  
360-970-0009

Dear City Councilmembers and the Olympia 2045 team,

As a member of the Olympia Northeast Neighborhoods Alliance (ONNA) that drafted the City's first subarea plan, I am writing to express my strong support for the changes recommended by Melissa Allen and by the Council of Neighborhood Associations Executive Committee that were shared with you earlier today on the draft Public Participation Chapter of the Comprehensive Plan (Plan). I am also writing to share my personal comments on this essential chapter of the Plan.

I recommend this chapter begin with a clear-eyed, honest assessment of how well the city has implemented the policies in the 2014 Plan and the progress the City has made toward achieving the goals it set in this chapter of the Plan. This should include a review of the results of the City's Community Engagement and Public Opinion surveys over the years and an analysis of what's working and not working in how the City currently engages with the community. [Here's the Executive Summary of the 2023 survey](#). It includes this finding:

***Olympians want to see the City improve its communication with residents.*** *While residents generally know where to find information and how to share feedback with the City, residents believe the City could be more open and transparent and do more to incorporate the feedback it receives from residents. To ensure all residents receive information from the City, residents recommend using a variety of communication channels including social media, the city website, and regular newsletters.*

I am disappointed to see no substantive suggested revisions to the updated draft of this chapter - and no revisions at all to the polices and goals. The chapter feels stale and out-of-date and doesn't acknowledge the dramatic and rapidly evolving ways we communicate and engage with each other and the risks and opportunities that come with those changes. This

includes strategies to address the public participation challenges we face related to equity and climate issues, and the growing threat of disinformation and the use of AI to create deep fakes, etc.

I was actively involved in the 2014 Plan update. To prepare these comments on the current update I reviewed the comments I submitted on the Public Participation chapter at that time. They can be found in [this PDF](#). The document includes the formal comments I submitted in October 2012 and March 2010 and a set of follow-up comments on the 2014 Comp Plan update engagement process and how poorly the City kept the community engaged and informed once the Plan was given to the Planning Commission to finalize recommendations for the Council. Here's how those comments start:

*As I mentioned in comments I submitted to the Olympia Planning Commission (OPC) on October 29, the only thing more expensive than effective community engagement on important issues, is bad public process. Imagine how much City and community time and money has been spent on addressing the consequences of poorly designed and poorly executed community engagement on issues like the isthmus, the Boys and Girls Club, the 7-11 project, and more recently the SMP and the Comp Plan update. And with each public process failure, the level of community cynicism, distrust, and polarization increases. And, as you know firsthand, a great deal of the blame and the burden of "fixing" the mess ends up getting dumped at the feet of the City Council.*

*Most of the recent OPC meetings I've been to have been painful. Everyone involved in this process including OPC members, City staff, and the few remaining citizens who have decided to stay involved seemed frustrated and tired. It's sad to see so many good people with good intentions so unhappy and unproductive.*

It's painful to read these comments again. Here's how those follow-up comments end:

*And for many of us, it's easier to give up than to stay engaged and many people have thrown up their hands and said they've had enough. The challenge is finding a way to change the conversation and acknowledge to each other that the current process isn't working. We each need to own the role we are playing in this dysfunctional drama and start to rewrite the script. Unfortunately, we can't do this in Council Chambers with clocks and podiums as props.*

*I know there are others in the community who share my frustration and who are willing – despite all of the time we've already spent haranguing the City on these issues without seeing any improvement – to explore ways to strengthen the relationship between the City and the people it serves. To make any progress in addressing these challenges, the City needs to publicly acknowledge the seriousness of the problem and accept its role and responsibility for creating and*

*addressing the problem. Until that happens, we are sentencing ourselves to a future that's similar to our recent past, a future in which our community becomes more polarized and more cynical as one critical issue after another ends in finger-pointing and resentment.*

I appreciate the efforts the City has made to improve its community engagement since 2014. However, the lack of any new recommended ideas, policies, or goals in the updated Public Participation chapter demonstrates to me that the City has not been exploring and experimenting with new and more innovative and inclusive ways to fully engage with the community to address the pressing challenges we face today and into the future.

Public participation and community engagement are core local government functions. To that end, I recommend new policies and goals be included in this chapter related to hiring staff who have these skills and in training existing staff to acquire and enhance their capacity to do this work well. The end of the *For More Information* section of the current chapter concludes with this:

The City often references information from The International Institute for Public Participation (IAP2) has developed a core set of public involvement principles, and a Spectrum of Public Participation that outlines participation approaches along a continuum. *The link to IAP2 in the current draft is broken.*

<https://www.iap2.org/mpage/Home>

I recommend the City do more than simply reference information from IAP2, but ensure key staff are certified as public participation professionals by IAP2 and other organizations doing similar work. IAP2 has an active PNW chapter that regularly [offers training and certification programs](#). To that end, I recommend including a new goal in this chapter to develop a core in-house team of highly trained public participation professionals to strengthen the City's capacity to engage and build trust with the community it serves.

Thank you for the opportunity provide comments on this essential chapter of the Plan update.

Please contact me if you have any questions.

With appreciation,

Peter Guttchen  
1310 Central Street NE  
Olympia, WA 98506

360-970-0009



**From:** jacobsoly@aol.com  
**Sent:** Wednesday, August 14, 2024 12:31 PM  
**To:** David Ginther  
**Cc:** larryofnottingham@gmail.com  
**Subject:** Fwd: Comments and Suggested Changes to the Public Participation and Partners chapter  
**Attachments:** [LD Draft Public Participation and Partners chapter Clean.doc.rtf](#)

David -- For the record, I agree with Larry Dzieza's suggested edits shown as track changes in the attachment to his email below. They are excellent.

Bob Jacobs  
360-352-1346

720 Governor Stevens Avenue Olympia

---

**From:** [larryofnottingham@gmail.com](mailto:larryofnottingham@gmail.com)  
**To:** [dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us), [jphillip@ci.olympia.wa.us](mailto:jphillip@ci.olympia.wa.us),  
[citycouncil@ci.olympia.wa.us](mailto:citycouncil@ci.olympia.wa.us)  
**Sent:** 8/9/2024 2:48:58 PM Pacific Daylight Time  
**Subject:** Comments and Suggested Changes to the Public Participation and Partners chapter

Please see attached. It was done with "track changes" on.

If you have any questions about why I suggested a particular change, please feel free to call me at 360.556.6070 or email me.

Although these suggested changes are not the official position of the CNA membership, I do want to highlight one recommendation for change that has long been raised by RNA members at CNA meetings, item GP4.

**GP4 Community members and other key stakeholders feel their opinions and ideas are heard, valued, and are informed about how they were considered and used by policy makers, advisory committees, and staff.**

Thank you for the opportunity to respond.

Larry Dzieza

**From:** CityCouncil  
**Sent:** Monday, August 12, 2024 3:15 PM  
**To:** Larry ofNottingham  
**Cc:** Councilmembers; Jay Burney; Debbie Sullivan; Stacey Ray; Kellie Braseth; Tim Smith; Joyce Phillips; David Ginther  
**Subject:** FW: Comments and Suggested Changes to the Public Participation and Partners chapter  
**Attachments:** [LD Draft Public Participation and Partners chapter Clean.doc.rtf](#)

On behalf of the Olympia City Council, thank you for your comments. I will forward them on to all Councilmembers and appropriate staff. By way of copy I will ask staff to respond to your concerns.

Susan Grisham (*she/her*)  
Assistant to the City Manager  
Legislative Liaison  
City of Olympia | P.O. Box 1967 | Olympia WA 98507  
360-753-8244 | [sgrisham@ci.olympia.wa.us](mailto:sgrisham@ci.olympia.wa.us)

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**Please note all correspondence is subject to public disclosure.**

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**From:** Larry of Nottingham <[larryofnottingham@gmail.com](mailto:larryofnottingham@gmail.com)>  
**Sent:** Friday, August 9, 2024 2:48 PM  
**To:** David Ginther <[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)>; Joyce Phillips <[jphillip@ci.olympia.wa.us](mailto:jphillip@ci.olympia.wa.us)>; CityCouncil <[citycouncil@ci.olympia.wa.us](mailto:citycouncil@ci.olympia.wa.us)>  
**Subject:** Comments and Suggested Changes to the Public Participation and Partners chapter

Please see attached. It was done with "track changes" on.

If you have any questions about why I suggested a particular change, please feel free to call me at 360.556.6070 or email me.

Although these suggested changes are not the official position of the CNA membership, I do want to highlight one recommendation for change that has long been raised by RNA members at CNA meetings, item GP4.

**GP4 Community members and other key stakeholders feel their opinions and ideas are heard, valued, and are informed about how they were considered and used by policy makers, advisory committees, and staff.**

Thank you for the opportunity to respond.

Larry Dzieza

## Public Participation and Partners



Community members talk about their priorities at an Imagine Olympia event

### What Olympia Values:

Olympians value ~~their right to participate participating~~ in city government, and ~~to engage engaging~~ in meaningful, open and respectful community dialogue regarding decisions that affect our community.

### Our Vision for the Future:

Through collaborative and open discussions, Olympians ~~embrace a shared~~ responsibility to make our community a better place.

Read more in the [Community Values and Vision chapter](#)

### Introduction

Successful communities face their challenges collectively and ~~harness employ~~ the energy of different stakeholders. Without diverse participation in community decision-making, it is all too easy ~~for the public~~ to descend into ~~indifference or alienation political gridlock~~ over complex problems.

The voices of residents, local business owners and organizations provide the perspective and information that are absolutely essential to effective planning and decision-making regarding issues that will shape our community for generations to come. For this reason, the City ~~has a strong, ongoing program to reach~~ ~~es~~ out and partner~~s~~ with all sectors of the community.

The City has found cooperative relationships between members of the community and policy-makers ~~that will~~ continue to be essential if we are to achieve the collective vision and goals described in this Plan. It ~~understands and makes use of effective and tested will~~ ~~continuously work to improve upon~~ methods for encouraging community members to engage at multiple levels as we continue to look for creative solutions to the challenges we all share.

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### Public Participation is Essential

Active participation in civic affairs is an important part of life in Olympia, and the City has a long history of providing a forum for community members to get involved. Our open

government policies are essential to ensure residents, business owners, employees and other community members are able to effectively participate in any number of issues.

...

[page 3] To address these challenges, the City is always looking for new and creative ways to engage the community, including using technologies, such as social media, online discussion portals and high-quality visual maps. The City will continue to evaluate engagement methods to ensure they are equitable and inclusive. The City will ~~outreach~~ reach out to the community using methods that will reach those most affected and those with the least ability to participate. The City will work to go into the community to meet with people where they are at. The City strives to create clear, concise, and jargon-free information so that people can easily and quickly understand the issues and provide input. The City hopes this will inspire partnerships that will help the community to pool its resources so that needed changes can be made more quickly and efficiently.

...

[page 5]

**PP1.2** Annually measure and highlight progress towards achieving the Comprehensive Plan goals and policies including how well we are achieving our engagement goals in this chapter. Engage the community in updating the strategy, publish performance reports, and recognize community partners who contribute to achieving the vision.

...

[Page 7]

**GP4** Community members and other key stakeholders feel their opinions and ideas are heard, valued, and are informed about how they were considered and used by policy makers, advisory committees, and staff.

August 20, 2024

Community Planning & Development  
City of Olympia  
601 4th Ave E  
Olympia, WA 98507

RE: CRITICAL AREAS ORDINANCE and/or COMPREHENSIVE PLAN PERIODIC UPDATE

Dear Community Planning and Development Department,

On behalf of the Puget Sound Partnership's (PSP) Ecosystem Coordination Board (ECB), we submit this letter with respect to your jurisdiction's current periodic update process, and associated updates to development regulations. The Puget Sound Partnership's Ecosystem Coordination Board supports the Leadership Council in carrying out its duties, including the development and implementation of the [Action Agenda](#). The ECB is made up of 33 members, representing local, state, federal, and tribal governments, environmental and business interests. This broad representation supports the ECB to provide cross-caucus reporting and dialogue on priority issues, such as how to ensure the protection and restoration of habitat for ecologically sustainable watersheds for the future of all species through local periodic updates. This letter provides background on the priorities described in the Action Agenda and the resources available to support Comprehensive Plans and Critical Areas Ordinances to align with those priorities. While this letter does not respond to materials produced as part of your comprehensive plan update, it does offer many specific recommendations and resources that we believe will support the protection and recovery of the Puget Sound.

The recovery of Puget Sound is vital to human wellbeing in the region, to sustain threatened salmon, orcas, and numerous other species, and to preserve Puget Sound's ecosystem functions and values for current and future generations. But the Puget Sound ecosystem is under increasing threats from the development of ecologically important habitats, forests, farmlands, and other working lands, especially outside of urban growth areas. The [smart growth strategy](#) in the [2022-2026 Action Agenda](#) identifies a key opportunity to "improve the implementation of the Growth Management Act within local jurisdictions land use planning and decisions, and across jurisdictions to include the protection of natural areas and working lands."

New planning requirements, updated science, and learning from the past ~8 years of Growth Management Act (GMA) implementation make this round of Comprehensive Plan updates a critical juncture and inspiring opportunity in our region's collective work to recover Puget Sound. As you know, the Comprehensive Plan sets the stage for development activities and decisions which all have an impact on how well we achieve our goals to protect and restore Puget Sound. To support recovery of the Puget Sound, we recommend

that jurisdictions in the Puget Sound region make use of the many science-based resources available to support development of Comprehensive Plan and Critical Area Ordinance (CAO) amendments that protect natural areas and working lands.

Our collective understanding of the complex relationships between land cover, development, and ecosystem health improves over time, and this is why cities and counties must include current, best available science and information in their local land use planning amendments during the periodic update. Fortunately, our state Departments of Fish and Wildlife, Ecology, Natural Resources, and Commerce have been busy updating and distributing science-based guidance to support local governments in this process. Cities and counties should leverage these resources below, and other science-based resources, to effectively amend their Comprehensive Plans and Critical Areas Ordinances:

- [Local Integrating Organizations \(LIOs\) and LIO Ecosystem Recovery Plans](#)
- [Local Salmon Recovery Watershed Chapters](#)
- [Department of Fish and Wildlife's current Priority Habitats and Species information](#)
  - [Riparian Management Zone Checklist for Critical Areas Ordinances](#)
- [Ecology's Wetland Guidance for Critical Areas Ordinance \(CAO\) Updates](#)
- [Ecology's Climate Resilience and Shoreline Management webpage](#)
- Commerce's Critical Areas [Handbook](#) and [Checklist](#)

To ensure smart growth in the Puget Sound region, the ECB recommends that jurisdictions consider and take action on the following:

- 1) **At key points in the Comprehensive Plan update process, review and apply the [Sound Choices Implementation Checklist](#).** The checklist was developed by the Puget Sound recovery community and is intended to help local jurisdictions make updates to their comprehensive plans that align with Puget Sound recovery strategies and actions.
- 2) **Ensure your local planning department takes advantage of funding for additional staff resources to incorporate salmon and Puget Sound recovery into local planning by applying for the [Salmon Recovery through Local Planning Grant Program](#).** Depending on funding availability, Washington State Department of Commerce will hold a fall 2024 round of funding. For more information contact [angela.sanfilippo@commerce.wa.gov](mailto:angela.sanfilippo@commerce.wa.gov).
- 3) **Understand how your local land use decisions will support region-wide efforts to achieve positive trends in [Regional Land Use Indicators](#).** The Puget Sound Partnership assesses the status and trends of threats through a set of regional land use indicators.
- 4) **Reach out to and involve local experts in Puget Sound recovery** including Local Integrating Organization members, Salmon Recovery Lead Entities, as well as your [local representative](#) on the [Ecosystem Coordination Board](#). For additional support in facilitating connections with these local experts please reach out to [Laura.Rivas@psp.wa.gov](mailto:Laura.Rivas@psp.wa.gov).

As you help shape the future of the City of Olympia at this pivotal moment in time, the ECB requests that you take advantage of the valuable tools and resources included in this letter to ensure we are doing all we can to support our local communities and Puget Sound recovery. Thank you for considering our recommendations, tools, and resources.

Sincerely,



Julie Watson, Chair

Cc:

Bill Dewey, co-Vice Chair Ecosystem Coordination Board

Ellen Southard, co-Vice Chair Ecosystem Coordination Board

Robyn Densen, Pierce County Council and South Puget Sound Action Area representative

Tom Kantz, South Puget Sound Action Area alternate representative

Elizabeth McManus, Alliance for a Healthy South Sound LIO Coordinator

**From:** Pate, Nathan (COM) <nathan.pate@commerce.wa.gov>  
**Sent:** Thursday, August 29, 2024 8:01 AM  
**To:** David Ginther  
**Subject:** RE: Olympia Public Participation and Partners Chapter update

David, good morning.

Thank you for taking the time to talk with me regarding the City of Olympia's proposed amendments to the Public Participation & Partners Chapter of the Olympia Comprehensive Plan (2024-S-7229).

As mentioned on the phone, many of the goals appear to read similar to that of a general statement. In many cases, goals are generally a broad statement of purpose and "the object of a community's ambition or effort; an aim or desired result." A good "check and balance" for each goal and specific policy is to return to the vision and value statements within the introduction and confirm *how, when, and where* "Olympians value their right to participate in city government, and to engage in meaningful, open and respectful community dialogue regarding decisions that affect our community". Basically testing how, when, and where each goal or policy is meeting or achieving the values and vision for the future.

As discussed, we recommend referring to the requirements and considering the recommendations outlined in [WAC 365-196-600](#) as you continue to develop your *Public Participation and Partners* chapter of the city's draft comprehensive plan. Doing so will help ensure consistency with other City public participation plans, consistency with state statutes, and general community outreach objectives. We recommend the overall *Public Participation & Partners* chapter include general polices and goals to achieve RCW 36.70A.140, which addresses comprehensive plans "ensure public participation."

While the City has notice provisions and individual public participation plans for differing actions, the city may also consider including general polices and goals to achieve the public participation notice provisions within [RCW 36.70A.035](#) to strengthen the chapter. There is also an opportunity to augment the goals and polices to include participation of vulnerable populations and overburdened communities. [RCW 36.70A.020\(11\)](#) states, "Citizen participation and coordination. Encourage the involvement of citizens in the planning process, including the participation of vulnerable populations and overburdened communities, and ensure coordination between communities and jurisdictions to reconcile conflicts as part of the goals and policies".

We appreciate the City of Olympia strong collaborative statement within the "Our Partners" section with regard to working collaboratively with the Squaxin Island Tribal Council. We encourage the city to refer to [WAC 365-196-600\(3\)\(a\)\(vi\)](#) as you continue to develop your policies and regulations: "The public participation program should include outreach and early coordination with state and tribal agencies with subject matter expertise. Coordination with state agencies and tribes is recommended as draft policies and regulations are being developed."

As discussed, Goal GP7 and all associated supporting policies appear misplaced in the *Public Participation and Partners* chapter. We understand that it may be relocated to a different chapter/element of the draft comprehensive plan. The Land Use Element may be an appropriate section for such goals and policies.



While we did not discuss PP3.8, regarding property rights, we do want to point you to RCW 36.70A.020(6) which states, “Private property shall not be taken for public use without just compensation having been made. The property rights of landowners shall be protected from arbitrary and discriminatory actions.”

If you have questions, let me know.  
Nate

Nathan Pate, AICP | SENIOR PLANNER  
Growth Management Services | Washington State Department of Commerce  
PO Box 42525  
Olympia, WA 98504-2525  
Cell: (360) 725-2846

[www.commerce.wa.gov](http://www.commerce.wa.gov) | [Facebook](#) | [Twitter](#) | [LinkedIn](#) | [Subscribe](#)

*Email communications with state employees are public records and may be subject to disclosure, pursuant to Ch. 42.56 RCW.*

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**From:** Pate, Nathan (COM)  
**Sent:** Tuesday, August 27, 2024 5:12 PM  
**To:** David Ginther <[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)>  
**Subject:** RE: Olympia Public Participation and Partners Chapter update

David, good afternoon. I have a final thought that I wanted to incorporate.  
Nate

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**From:** David Ginther <[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)>  
**Sent:** Tuesday, August 27, 2024 4:20 PM  
**To:** Pate, Nathan (COM) <[nathan.pate@commerce.wa.gov](mailto:nathan.pate@commerce.wa.gov)>  
**Subject:** Olympia Public Participation and Partners Chapter update

External Email

Greetings,  
I didn't receive an email from you after our phone conversation yesterday so I wanted to reach out to you. If you have written comments, please let me know.  
Thank you,  
David

David Ginther (he/him), Senior Planner  
City of Olympia | Community Planning and Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.753.8335 | olympiawa.gov

**Note: *Emails are public records and are eligible for release.***

**From:** [Mike Vandeman](#)  
**To:** [Olympia2045](#)  
**Subject:** Mountain Biking and Trail-Building Destroy Wildlife Habitat!  
**Date:** Thursday, September 5, 2024 11:04:40 AM

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The major harm that mountain biking does is that it greatly extends the human footprint (distance that one can travel) in wildlife habitat. E-bikes multiply that footprint even more. Neither should be allowed on any unpaved trail. Wildlife, if they are to survive, MUST receive top priority!

What were you thinking??? Mountain biking and trail-building destroy wildlife habitat! Mountain biking is environmentally, socially, and medically destructive! There is no good reason to allow bicycles on any unpaved trail!

Bicycles should not be allowed in any natural area. They are inanimate objects and have no rights. There is also no right to mountain bike. That was settled in federal court in 1996: <https://mjvande.info/mtb10.htm> . It's dishonest of mountain bikers to say that they don't have access to trails closed to bikes. They have EXACTLY the same access as everyone else -- ON FOOT! Why isn't that good enough for mountain bikers? They are all capable of walking....

Why do mountain bikers always insist on creating illegal trails? It's simple: they ride so fast that they see almost nothing of what they are passing. Therefore, they quickly get bored with any given trail and want another and another, endlessly! (In other words, mountain biking is inherently boring!)

A favorite myth of mountain bikers is that mountain biking is no more harmful to wildlife, people, and the environment than hiking, and that science supports that view. Of course, it's not true. To settle the matter once and for all, I read all of the research they cited, and wrote a review of the research on mountain biking impacts (see <https://mjvande.info/scb7.htm> ). I found that of the seven studies they cited, (1) all were written by mountain bikers, and (2) in every case, the authors misinterpreted their own data, in order to come to the conclusion that they favored. They also studiously avoided mentioning another scientific study (Wisdom et al) which did not favor mountain biking, and came to the opposite conclusions.

Mountain bikers also love to build new trails - legally or illegally. Of course, trail-building destroys wildlife habitat - not just in the trail bed, but in a wide swath to both sides of the trail! E.g. grizzlies can hear a human from one mile away, and smell us from 5 miles away. Thus, a 10-mile trail represents 100 square miles of destroyed or degraded habitat, that animals are inhibited from using. Mountain biking, trail building, and trail maintenance all increase the number of people in the park, thereby preventing the animals' full use of their habitat. See <https://mjvande.info/scb9.htm> for details.

Mountain biking accelerates erosion, creates V-shaped ruts, kills small animals and plants on and next to the trail, drives wildlife and other trail users out of the area, and, worst of all, teaches kids that the rough treatment of nature is okay (it's NOT!). What's good about THAT?

To see exactly what harm mountain biking does to the land, watch this 5-minute video: <http://vimeo.com/48784297>.

In addition to all of this, it is extremely dangerous: [https://mjvande.info/mtb\\_dangerous.htm](https://mjvande.info/mtb_dangerous.htm) .

The latest craze among mountain bikers is the creation of "pump tracks" (bike parks). They are alleged to teach bicycling skills, but what they actually teach are "skills" (skidding, jumping ("getting air"), racing, etc.) that are appropriate nowhere! If you believe that these "skills" won't be practiced throughout the rest of the park and in all other parks, I have a bridge I'd like to sell you! ...

For more information: <https://mjvande.info/mtbfaq.htm> .

The common thread among those who want more recreation in our parks is total ignorance about and disinterest in the wildlife whose homes these parks are. Yes, if humans are the only beings that matter, it is simply a conflict among humans (but even then, allowing bikes on trails harms the MAJORITY of park users -- hikers and equestrians -- who can no longer safely and peacefully enjoy their parks).

The parks aren't gymnasiums or racetracks or even human playgrounds. They are WILDLIFE HABITAT, which is precisely why they are attractive to humans. Activities such as mountain biking, that destroy habitat, violate the charter of the parks.

Even kayaking and rafting, which give humans access to the entirety of a water body, prevent the wildlife that live there from making full use of their habitat, and should not be allowed. Of course those who think that only humans matter won't understand what I am talking about -- an indication of the sad state of our culture and educational system.

Mike Vandeman, Ph.D.

--

Machine-Free Trails Association

I am working on creating wildlife habitat that is off-limits to humans ("pure habitat"). Want to help? (I spent the previous 8 years fighting auto dependence and road construction.)

Wildlife must be given top priority, because they can't protect themselves from us.

An abortion is a MEDICAL PROCEDURE! Interfering with abortions is practicing medicine without a license!

Please don't put a cell phone next to any part of your body that you are fond of!

Stop obeying dictators and incompetent leaders from this time forward! Please share this message as widely as possible!

Are you still driving? Why?????

Have you noticed how motor vehicle use has decreased, since global warming was discovered? Me, neither!

<https://mjvande.info>

To not receive email from me, just reply and ask to be removed.

**From:** [Pat Cole](#)  
**To:** [Olympia2045](#)  
**Subject:** Transportation recommendation  
**Date:** Thursday, September 5, 2024 2:58:24 PM

---

I see that the Comp Plan is moving right a long and I have a couple of suggestions, albeit late to the game. I'm including them here hoping you have an avenue to pass them along, and if there is a better way please let me know. Unfortunately I'm out of town a lot, often unable to make meetings.

Back in the 90s when I was on the City Council we made a policy pertaining to street overlays and improvements. As you know, there is never enough money to do all the projects staff recommend; there's just too much to be done. What we did was have staff evaluate their recommended projects for bicycle lane possibilities and prioritize those projects. Thus the first overlays that got done were those where bike lanes could be added. That facilitated developing a better network, something sorely lacking. I recommend having the same policy included in the comprehensive plan.

Expanding that approach, the City should evaluate and prioritize possible improvements where there are significant interruptions in the network. For example, where Martin Way and Pacific Ave split. I was just riding there today and it's a mess if you're on a bike and want to go from 4th to Martin Way. Not at all safe.

I have also sent these comments to the BPAC which I'm hoping is a good avenue for submitting these comments. If you have any questions or suggestions please don't hesitate to contact me.

Pat Cole  
360-701-2785

**From:** [Rebecca Canright](#)  
**To:** [Olympia2045](#)  
**Subject:** Re: Olympia 2045 - September 2024 update  
**Date:** Friday, September 6, 2024 5:21:54 AM

---

Hi there! My name is Rebecca and I am a young person who cares a lot about protecting our environment. I want to truly thank you, for your incredible work protecting our environment. I just really admire your commitment to helping our climate and reversing climate change, and protecting local ecosystems. Thank you for all your excellent work! Have a wonderful day,  
Rebecca

On Thursday, September 5, 2024, Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)> wrote:

You are receiving this message as an identified Party of Record for the Olympia 2045 Comprehensive Plan Update.

If you no longer wish to receive these emails, please reply and ask to be removed from the list.

## **Sept 2024 Update**

Our comprehensive plan update is underway. The City is updating the plan using a phased, chapter by chapter approach. Several chapters are currently in review, with the remaining chapters kicking off soon. Please use the links below to follow the process and get involved in the chapters you're interested in – each chapter has a webpage with more detail and timeline.

Here are upcoming public meetings, engagement opportunities, and information sharing updates:

### **Open House**

The Open House was held July 31, 2024. A recording of the presentation and a summary of the comments and questions received can be viewed on the Olympia 2045 webpage at <https://engage.olympiawa.gov/olympia2045>.

### **Public Participation and Partners Chapter**

The Social Justice and Equity Commission will receive a briefing on the draft chapter at its meeting on Sept. 23, 2024. The Planning Commission is tentatively scheduled to hold a public hearing on the draft chapter at its meeting on October 7, 2024.

## **Natural Environment Chapter**

The Planning Commission will hold a public hearing on the draft chapter on Monday, Sept. 16, 2024. The meeting begins at 6:30 p.m. People can attend the meeting in person, online, or by phone. If you would like to attend online or by phone, please register to attend at [https://us02web.zoom.us/webinar/register/WN\\_GXLQdt2uQQ6v9eosrCJZVQ](https://us02web.zoom.us/webinar/register/WN_GXLQdt2uQQ6v9eosrCJZVQ). You can view the draft chapter at <https://engage.olympiawa.gov/environment2045>.

## **Transportation Chapter**

We have been hard at work on a second draft, which we hope to share publicly in mid-September on [Engage Olympia](#). This draft will reflect the feedback many people shared in response to the first one. We will send an Enewsletter announcement to this list when the second draft is posted.

We plan to brief the Bicycle and Pedestrian Advisory Committee on the second draft at the BPAC's September 18th meeting. The meeting will be online and begin at 6pm. If you'd like to listen in, please register for the meeting [here](#). You can download the meeting materials [here](#) five days beforehand.

## **Utilities Chapter**

The Planning Commission conducted a Public Hearing on the draft Utilities Chapter on August 19, 2024 (rescheduled from September 16<sup>th</sup>). The draft Utilities Chapter reviewed by the Planning Commission can be found on the Engage Olympia webpage at [engage.olympiawa.gov/utilities2045](https://engage.olympiawa.gov/utilities2045). The Planning Commission has not yet completed its deliberations or issued a recommendation to City Council but is expected to do so before the end of the year.

## **Public Safety Chapter**

The Planning Commission will hold a public hearing on the draft chapter on Monday, Sept. 16, 2024. The meeting begins at 6:30 p.m. People can attend the meeting in person, online, or by phone. If you would like to attend online or by phone, please register to attend at [https://us02web.zoom.us/webinar/register/WN\\_](https://us02web.zoom.us/webinar/register/WN_)

[GXLQdt2uQQ6v9eosrCJZVQ](https://engage.olympiawa.gov/public-safety2045). You can view the draft chapter at <https://engage.olympiawa.gov/public-safety2045>.

## Comprehensive Plan

Olympia 2045 is your opportunity to shape the City of Olympia's long-term vision and goals. Through this process we will update the City's Comprehensive Plan and address new or updated state requirements. The Olympia 2045 update will also consider population projections and resulting employment and housing needs, as our community is expected to grow by approximately 20,000 additional residents within 20 years. Comments will be accepted throughout the process and can be sent to [olympia2045@ci.olympia.wa.us](mailto:olympia2045@ci.olympia.wa.us).

Access the latest Olympia 2045 information at [engage.olympiawa.gov/olympia2045](https://engage.olympiawa.gov/olympia2045), or find background information and the existing City Comprehensive Plan at [olympiawa.gov/compplan](https://olympiawa.gov/compplan).

## Contact

Joyce Phillips, Olympia 2045 Project Manager  
Community Planning & Development  
360.570.3722  
[olympia2045@ci.olympia.wa.us](mailto:olympia2045@ci.olympia.wa.us)

--

Frigate birds fly for months over the ocean and can engage in both regular sleep and use half their brain at a time to sleep during soaring or gliding flight.



Compassion for all creatures great and small.



## Joyce Phillips

---

**From:** Pat Cole <pcbiglife@gmail.com>  
**Sent:** Friday, September 6, 2024 2:04 PM  
**To:** Olympia2045  
**Subject:** Fwd: Transportation Plan  
**Attachments:** Transportation Chapter Summary\_2025-2030 CFP\_Final.pdf

Joyce,

Fyi my follow up with Michelle.

Pat

Begin forwarded message:

**From:** Pat Cole <pcbiglife@gmail.com>  
**Date:** September 6, 2024 at 2:03:07 PM PDT  
**To:** Michelle Swanson <mswanson@ci.olympia.wa.us>  
**Cc:** Max DeJarnatt <mdejarna@ci.olympia.wa.us>  
**Subject: Re: Transportation Plan**

Michelle,

Thanks for getting right back to me. I understand the challenge of finding funding, but I do think your approach per what you said below needs enhancing. Take our example of Pacific/4th Ave. I'd think a primary step in getting that important improvement accomplished is to put the job in the CFP. That validates it's importance and priority as well as directing staff to pursue design and funding. But I just looked and it's not there. I appreciate that you are chasing coin to make this improvement, but it should be specifically listed in the CFP so it becomes both a priority and direction to staff to continue working on it. I'd think this project would be a priority for the BPAC. I guess that leaves me with the question: Are the projects in the CFP the priorities of the BPAC?

I was not pleased to see that when Pacific Avenue was chipped sealed that there was no provisions made for bike lanes. I see that as an opportunity lost. My experience with transportation engineers (or any engineer) is that they can be somewhat inflexible, or not quite see the all the options, especially those that may require some flexibility in city standards such as lane widths. So that primary east-west corridor is now off the table for who knows how long.

Don't get me wrong, I appreciate all the effort the city makes in this endeavor and so many others. And knowing that you are working on the Pacific Ave area certainly helps. If I'm reading correctly you anticipate breaking the Pacific Ave. Corridor into smaller projects that would allow for some improvements to address the worst intersections, plus I'd think it would be easier to get the funding with this staggered approach. And I still believe explicit language prioritizing overlays that can have bike lanes added be included in the Comp Plan in order to give staff clear direction on how to proceed with design and funding.

Thanks for your time. Please share my comments with any party that may find them useful, or at least worth reading. Be well.

Pat

On Sep 5, 2024, at 4:46 PM, Michelle Swanson <[mswanson@ci.olympia.wa.us](mailto:mswanson@ci.olympia.wa.us)> wrote:

Hi Pat,

Thanks for your email about the Transportation Chapter in the Comprehensive Plan. Max forwarded it to me, as I'm the lead author.

It's nice to learn more of the history about why so many bike lanes were added with paving projects in the 90s. We made a lot of progress in that era. Thank you for your part in that!

### **Overlays, bike lanes, and funding**

In recent years we've heard public feedback expressing frustration with gaps in the bike lane network, and the one you cited on 4th Avenue East approaching Pacific is certainly one of them. Many of the gaps are because the pavement condition has not merited an overlay, and we have not had another funding source to address them as standalone projects. Additionally, all of the "low-hanging fruit" has been picked when it comes to adding bike lanes with overlays. Much of what remains requires changing curbs or more intensive engineering that is beyond the scope of an overlay project. This is why we have not been able to add any bike lanes to our network in more than a decade.

Last year, the City Council approved a .01% sales tax increase to fund pedestrian, bike, and active transportation infrastructure, which will yield about \$3 million annually. This is now our greatest source of local funding, and the Council expressed a desire that it be used to help close some of those gaps. Our most recent [Capital Facilities Plan](#) is very focused on adding pedestrian and bicycle infrastructure. I've attached a flyer that describes the upcoming projects in it, if you're interested.

Many of the overlay projects and all of the major street reconstruction projects described in our [Transportation Master Plan](#) include pedestrian and bicycle infrastructure, with the exception of the US 101/West Olympia Access project. One near-term example is the [Fones Road Corridor Project](#), which will add separated bike lanes between the Karen Fraser Woodland Trail and 18th, among many other features. The project will begin construction later this year.

### **The 4th Ave E gap at Pacific**

4th Ave E/Martin Way is a "legacy highway," meaning it used to be a vehicle-centric highway and has not fully transitioned to being an urban street that completely supports walking, biking, and transit. We have submitted a request for federal funding in the 2028-2030 cycle to fully redesign it from the 4th & Pacific intersection to the city limits just west of College Street. In 2025 and 2026 we will scope the project using local funds. We anticipate the redesign will include roundabouts at 4th & Pacific, Ensign, Lilly, and Sleater-Kinney, sidewalks, enhanced crosswalks, enhanced bike lanes, and possibly BAT lanes, which are transit-only lanes that drivers can use to turn into a business.

When the roundabout at 4th & Pacific is designed, we will also prioritize closing the gap in the bike lane network you described.

We will know if we have been successful with the grant request by the end of the year.

### **BPAC's review of the Comprehensive Plan**

The BPAC is scheduled to review the second draft of the Transportation Chapter of the Comprehensive Plan at its September 18th meeting. If you'd like, Max can forward your email comments to them. Please let him know.

I hope this offers greater context about how we plan capital projects. If you have any further questions, I hope you feel welcome to reach out any time.

Best wishes,

**Michelle Swanson, AICP (she/her)**

Senior Planner

City of Olympia | Public Works Transportation

360.753.8575

-----Original Message-----

From: Pat Cole <pcbiglife@gmail.com>

Sent: Thursday, September 5, 2024 2:51 PM

To: Max DeJarnatt <mdejarna@ci.olympia.wa.us>

Subject: Transportation Plan

Max

I see that the BPAC is finishing up their recommendations the Comp Plan update. I have a suggestion, albeit a bit late, that maybe your group could facilitate including in the plan.

Back in the 90s when I was on the City Council we made a policy pertaining to street overlays and improvements. As you know, there is never enough money to do all the projects staff recommend; there's just too much to be done. What we did was have staff evaluate their recommended projects for bicycle lane possibilities and prioritize those projects. Thus the first overlays that got done were those where bike lanes could be added. That facilitated developing a better network, something sorely lacking. I recommend having the same policy included in the comprehensive plan.

Expanding that approach, the City should evaluate and prioritize possible improvements where there are significant interruptions in the network. For example, where Martin Way and Pacific Ave split. I was just riding there today and it's a mess if you're on a bike and want to go from 4th to Martin Way. Not at all safe.

Please let me know if the BPAC is a good avenue for submitting these comments. If you have any questions please don't hesitate to call me. I will be out of town starting the 18th and not available for your meeting.

Pat Cole

360-701-2785



# 2025-2030 CAPITAL FACILITIES PLAN TRANSPORTATION CHAPTER

## What you'll see in the CFP

This fact sheet was created to help people understand what's in the transportation chapter of the preliminary 2025-2030 Capital Facilities Plan (CFP).

- The CFP is a funding document that shows how the City plans to pay for new infrastructure.
- It shows our current understanding of which projects we can build in the next 6 years.
- The transportation chapter in the 2025-2030 CFP is heavily focused on bicycle and pedestrian projects.
- Projects are derived from the Transportation Master Plan (TMP).



## Transportation Master Plan

The TMP defines the infrastructure we need to build in the next 20 years.

We will be building complete streets that work for everyone, whether they are walking or rolling, biking, driving, or using transit. The goal is to increase the number of non-auto trips on our streets.

Visit [olympiawa.gov/tmp](https://olympiawa.gov/tmp) to learn more.





# CFP Programs

Projects in the transportation chapter are organized into six programs:

## Access and Safety

Curb access ramps, enhanced crosswalks, and a range of other safety improvements.

## Bicycle Improvements

Bike corridors and bike lane projects.

## Intersection Improvements

Roundabouts and signals.

## Major Street Reconstruction

Streets rebuilt with multimodal improvements, including sidewalks, enhanced crosswalks, enhanced bike lanes, lighting, and landscaping.

## Sidewalks and Pathways

Sidewalks and pathways (bicycle and pedestrian short-cuts).

## Street Repair and Reconstruction

Chip seal and asphalt overlay projects (resurfacing) and crack seal projects. Resurfacing projects often include changing the layout of the street to create space for bicyclists and pedestrians.



## In this CFP...

- All the Major Street Reconstruction projects include improvements for bicyclists and pedestrians.
- All of the Access and Safety projects include pedestrian safety improvements, and a majority also address bicycle safety.
- Over 2.2 miles of enhanced bike lanes are programmed in the first three years of this CFP, achieved through projects in several programs. About 0.5 miles of enhanced bike lanes exist today.



## CFP Projects

Most of the projects in the first three years of this CFP are focused on bicycle and pedestrian improvements.

### 2025

- Pacific and State Pedestrian and Bike Safety with Chip Seal
- Westside Bike Corridor
- Elliott Avenue Sidewalk
- 2025 Sidewalk Repair Project

### 2026

- I-5 Bike Trail Connection
- Crack Seal Projects
- Chip Seal Projects
- Mottman Road Improvements
- Martin Way Pedestrian Safety Improvements

### 2027

- Capitol Way South Bike Lanes with Overlay
- Olympia, Prospect, Fir Bike Corridor
- Boulevard Road Sidewalk
- Lilly Road and 12th Avenue Pedestrian Crossing

Visit [olympiawa.gov/budget](https://olympiawa.gov/budget) to view the CFP projects planned for 2028-2030.



## What we are building in 2024

Most of these projects will not show up in the 2025-2030 CFP, because they are fully funded and underway.

- Boulevard Road Trail Crossing and Bike Corridor
- Downtown Bike Corridor
- Fones Road Corridor
- 2024 Sidewalk Repair
- Citywide Plastic Striping
- 4th Avenue and Plum Street Pedestrian and Bike Improvements
- 2024 Chip Seal Project

## Did you know...

Projects can take multiple years to be designed and constructed. A project shows up in the CFP when funding is allocated to it, starting at the design phase and going through construction.

# Types of Revenue

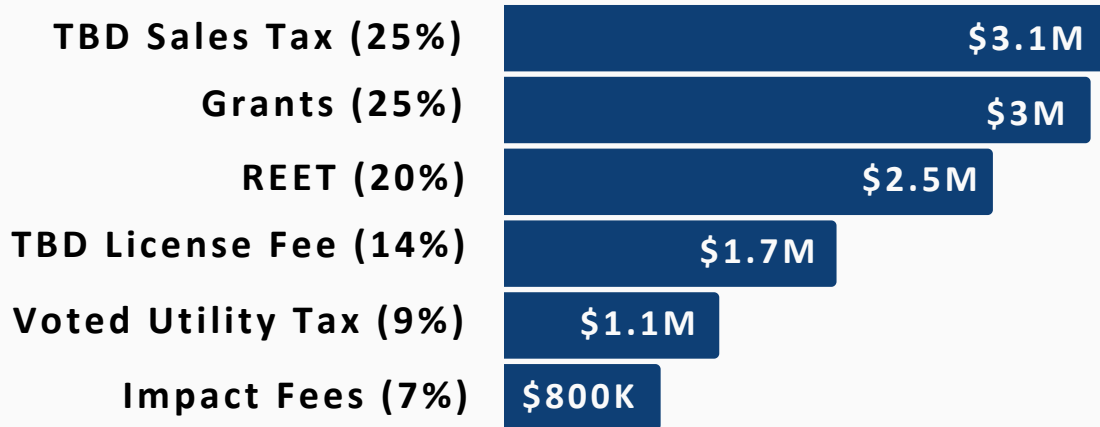
There are six types of revenue for transportation projects. Most revenue sources can be spent on a variety of projects, while some sources have specific uses.



The Transportation Benefit District (TBD) is a taxing district that can raise revenues for transportation projects through vehicle license fees and the sales tax.

## Average Annual Revenue 2025-2030 (\$12.2M)

Funding can vary from one year to the next. This is the average annual revenue we anticipate receiving in this six-year period.



### Did you know...

The new Transportation Benefit District (TBD) sales tax for pedestrian, bicycle, and active transportation projects is now the largest single source of local funds for transportation projects in Olympia. It started being collected in April 2024.

### Contact

Sophie Stimson  
Transportation Director  
sstimson@ci.olympia.wa.us  
360.753.8497

**From:** [ckelpforest@gmail.com](mailto:ckelpforest@gmail.com)  
**To:** [Joyce Phillips](#)  
**Subject:** RE: [WPOA] Fwd: Olympia 2045 - Capital Facilities - jphillip@ci.olympia.wa.us - Public Comment  
**Date:** Tuesday, September 24, 2024 7:34:59 PM

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Joyce,

After reviewing the first Draft of the Capital Facilities Chapter of the 2045 Olympia Comp Plan, I am concerned that there is no direct mention of Developer Fee revenues as a source for Capital Facilities projects/needs. These fees should be required and available for all capital facility projects such as school facilities, roads and road infrastructure, traffic noise, transportation, lighting, etc.

Please include this comment in future revisions of the Capital facilities Chapter.

Sincerely,  
Cynthia Stonick  
3418 Donnelly Dr SE  
Olympia, WA 98501

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Greetings.

The first draft of changes to the goals and policies in the Capital Facilities Chapter of the Comprehensive Plan is available for review and comment. This is part of the Olympia 2045 Comprehensive Plan Periodic Update, as required by the Growth Management Act (GMA). Please review and submit comments by October 24, 2024.

Staff from multiple city departments have drafted these amendments to the goals and policies section of the Capital Facilities Plan (which is Volume 2 of the Comprehensive Plan). There is still time to review and comment on the draft chapter. Staff anticipates a refined version of this draft will be made once public and agency comments are submitted and reviewed.

Joyce

Joyce Phillips, AICP, Principal Planner (she/her)  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.570.3722 | [olympiawa.gov](http://olympiawa.gov)

**Note: Emails are public records and are eligible for release.**





**From:** [Rad Cunningham](#)  
**To:** [Olympia2045](#); [Gregory Quetin](#)  
**Subject:** Re: Olympia 2045 - Capital Facilities  
**Date:** Tuesday, September 24, 2024 9:17:13 PM

---

Hi, I would like to submit some comments on the revised Capital Facilities Plan chapter of the Olympia 2045 plan.

First, thank you to anyone who is reading this for your efforts to set the long term vision and direction of the city, it's crucial work!

Here are some thoughts

- Removing 'six year' and 'annual' appears to reduce accountability, If capacity is an issue maybe amend to 'every other year' or something.
- Love the inclusion of 'pursue grants'
- Love the inclusion of a reducing GHG goal for projects.

Policy 2.5 about affordable housing and Policy and Policy 3.4 a about collecting impact fees seem to be at odds with each other. Are you taxing new housing or are you incentivising it? You can't have it both ways. Maslow's hierarchy of needs suggests to me we need housing first and parks and transportation next. I know it's a vital revenue source but if you want to be real about promoting affordable housing you have to be ready to make sacrifices.

I love the edits to Policy 3.7, maybe they can help address funding gaps if my comment above is seriously considered.

Thanks again,

Best,

Rad

On Tue, Sep 24, 2024 at 2:46 PM Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)> wrote:

You are receiving this email as a Party of Record for the City of Olympia's Comprehensive Plan Update (Olympia 2045). If you no longer wish to receive these emails, please reply and ask to be removed from the list.

Greetings.

The first draft of changes to the goals and policies in the Capital Facilities Chapter of the Comprehensive Plan is available for review and comment. This is part

of the Olympia 2045 Comprehensive Plan Periodic Update, as required by the Growth Management Act (GMA). Please review and submit comments by October 24, 2024.

Staff from multiple city departments have drafted these amendments to the goals and policies section of the Capital Facilities Plan (which is Volume 2 of the Comprehensive Plan). There is still time to review and comment on the draft chapter. Staff anticipates a refined version of this draft will be made once public and agency comments are submitted and reviewed.

Joyce

Joyce Phillips, AICP, Principal Planner (she/her)

City of Olympia | Community Planning and Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

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--

R. Norwood Cunningham, MPH, MPA

Cell: 206.898.7661

Linkedin: <http://www.linkedin.com/in/radcunningham>

**From:** John Saunders <johnosaunders@me.com>  
**Sent:** Friday, September 27, 2024 2:44 PM  
**To:** David Ginther  
**Subject:** Re: Comments on Public Participation and Partners Chapter of the 2045 Olympia Comprehensive Plan

Yes, I think these changes are both very good and make for a better chapter.

Thank you for your consideration on this.

Best regards,

John O. Saunders  
m: 360 259-0288

On Sep 27, 2024, at 2:06 PM, David Ginther <[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)> wrote:

Hi John,  
These are really good comments that are well thought out. Thank you.

I was looking at the GP3 section and realized that PP3.4 and PP3.2 somewhat complement the language you proposed. It seems like that is a good location for the new policy. I made a couple adjustments to the language and added it as PP3.5.

### **GP3 City decision processes are transparent and enable effective participation of the public.**

**PP3.1** Support ~~and encourage~~ City staff and encourage other community leaders to strengthen their capacity to design and implement effective public involvement strategies.

**PP3.2** Help the general public understand the structure of local government, how decisions are made, and how they can become involved.

**PP3.3** Give community members, neighborhoods, and other interested parties opportunities to get involved early in land use decision-making processes. Encourage or require applicants to meet with affected community members and organizations.

**PP3.4** Create structured opportunities for people to learn about city issues, share their experiences and motivations, and discuss public issues productively.

**PP3.5** Partner with recognized neighborhood associations to conduct forums, or other similar engagement opportunities, on upcoming policy and budget issues of common interest.

**PP3.65** Develop public participation plans when amending or updating the Comprehensive Plan or master plans. Develop public participation or communication plans for other major projects.

I also adjusted the language on PP5.6 to more closely match the rest of the policies in that section. I have a couple of comments on 5.6 so I've had to try to figure out a compromise between the comments while making it consistent with the section in which it is located. I've included here for your reference.

**GP5 Sub-area planning is conducted through a collaborative effort by community members and the City, and is used to shape how neighborhoods grow and develop.**

**PP5.1** Work with neighborhoods to identify the priorities, assets and challenges of designated sub-area(s), as well as provide information to increase understanding of land-use decision-making processes and the existing plans and regulations that could affect them.

**PP5.2** Encourage wide participation in the development and implementation of sub-area plans.

**PP5.3** Define the role that sub-area plans play in City decision-making and resource allocation.

**PP5.4** Allow initiation of sub-area planning by either neighborhoods or the City.

**PP5.5** Encourage collaboration between neighborhoods and City representatives.

**PP5.6** Engage in active two-way communication with sub-area representatives.

— —  
Thank you again for your comments. They are appreciated and quite helpful.  
Best regards,  
David

David Ginther (he/him), Senior Planner  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.753.8335 | olympiawa.gov

**Note: Emails are public records and are eligible for release.**

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**From:** John Saunders <[johnsaunders@me.com](mailto:johnsaunders@me.com)>  
**Sent:** Thursday, September 26, 2024 5:12 PM  
**To:** David Ginther <[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)>  
**Cc:** Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)>  
**Subject:** Re: Comments on Public Participation and Partners Chapter of the 2045 Olympia Comprehensive Plan

Thank you, David, for the timely response.

I do have some comments on the updates to the Public Participation chapter you mention below.

Regarding the new PP4.6, I think this is a very good addition. However, I don't think it relates to my proposed new goal regarding communication with Recognized Neighborhood Associations and other neighborhood organizations. PP4.6 says that the City will strive to communicate with the public after comments have been received; my suggested goal encourages the City and recognized neighborhoods to have 2 way dialog about issue of mutual interest in the context of city/neighborhood forums. The new PP4.6 would come into play after a forum occurs. So I think the PP4.6 and my proposed new goal are complimentary but not overlapping.

I also think the new PP5.6 is a good addition, but it only covers sub-area plans. There are many more Recognized Neighborhood Associations than there are sub-area plans, as I understand it. I think PP5.6 should either be expanded to include Recognized Neighborhood Associations or a separate goal related to communication with Recognized Neighborhood Associations and other neighborhood groups would be beneficial.

Thanks again for the opportunity to comment.

best regards,

John Saunders

On Sep 23, 2024, at 4:00 PM, David Ginther  
<[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)> wrote:

Hi John,

All of the public comments received, including yours, will be in the Planning Commission packet for the public hearing. Planning Commission will have the opportunity to review and discuss the comments and they could change it to include your suggestions.

I received a few other comments on section 4 and as a result I added a new policy based on the varied input I received. It is a broad statement but I believe it supports the intent to keep the community, including the RNAs, informed.

PP4.6 Strive to inform the community about how their comments are considered and used in the decision-making process.

Section 5 is focused on neighborhoods and a new policy was added regarding active two way communication between the city and neighborhoods. It was added based on public comments as well.

PP5.6 The City's on-going recognition of sub-area planning work is demonstrated by active two-way communication between sub-area representatives and the City.

We try to keep specifics and details to a minimum in the Comprehensive Plan because it is a broad guiding policy document. Specific details such as meetings per year are usually in the city code or other more focused plans or agreements.

For the SJEC, the staff report and presentation focus on how the amendments are consistent with their core mission statement which is about racism, human rights, and equity.

I hope this helps convey the reasoning for the way the draft amendments are written.

Sincerely,  
David

David Ginther (he/him), Senior Planner  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.753.8335 | [olympiawa.gov](http://olympiawa.gov)

**Note: Emails are public records and are eligible for release.**

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**From:** John Saunders <[johnsaunders@me.com](mailto:johnsaunders@me.com)>  
**Sent:** Monday, September 23, 2024 3:18 PM  
**To:** David Ginther <[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)>  
**Cc:** Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)>  
**Subject:** Re: Comments on Public Participation and Partners Chapter of the 2045 Olympia Comprehensive Plan

Hello, David. I read over the draft of the Public Participation chapter of the Comprehensive Plan and accompanying materials for the Social Justice and Equity committee meeting this evening. I didn't see any reference to my first comment below nor a copy of my comments in the meeting materials. I just wondered where my comments stand and if the Committee will have a chance to consider them?



Thank you,

John O. Saunders  
m: 360 259-0288

On Jul 25, 2024, at 2:43 PM, David Ginther  
<[dginther@ci.olympia.wa.us](mailto:dginther@ci.olympia.wa.us)> wrote:

Greetings,

Thank you for the insightful and thorough comments. I've included them in the agenda item for the Planning Commission briefing on August 5<sup>th</sup>. A public hearing is tentatively scheduled for October 21<sup>st</sup>. If you have any further questions or comments, please let me know.

Thank you,  
David

David Ginther (he/him), Senior Planner  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.753.8335 | [olympiawa.gov](http://olympiawa.gov)

**Note: Emails are public records and are eligible for release.**

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**From:** John Saunders <[johnosaunders@me.com](mailto:johnosaunders@me.com)>

**Sent:** Wednesday, July 24, 2024 10:34 AM

**To:** Olympia2045 <[Olympia2045@ci.olympia.wa.us](mailto:Olympia2045@ci.olympia.wa.us)>

**Cc:** South Capitol South Capitol Board <[south-capitol-neighborhood-board@googlegroups.com](mailto:south-capitol-neighborhood-board@googlegroups.com)>

**Subject:** Comments on Public Participation and Partners Chapter of the 2045 Olympia Comprehensive Plan

Dear Ms. Phillips and Mr. Ginther:

Thank you for the opportunity to comment on the proposed updates to the Public Participation and Partners Chapter of the 2045 Olympia Comprehensive Plan. My comments reflect my

personal opinions not that of the South Capitol Neighborhood Association.

Here are my comments:

**1. GP4 - Community members and other key stakeholders feel their opinions and ideas are heard, valued, and used by policy makers, advisory committees, and staff.**

Please add a sub-goal to meet or exceed the commitments of the City and the Registered Neighborhood Associations under Olympia Municipal Code (OMC) 18.86.100 H.6 to conduct at least 4 policy forums on topics of mutual interest each year. This is a concrete action that is already required under the OMC but which has not been used in recent years. Public forums organized through the neighborhood associations would be an extremely effective way to gain input on policy and/or budget choices. They would help the community understand and support the direction taken by the City on major issues such as transportation, public safety, fiscal planning, and more. Such a sub-goal would clearly support the main goal of assuring community members that “their opinions and ideas are heard, valued, and used by policy makers, advisory committees, and staff.” Perhaps the sub-goal could be: *“PP4.6 Partner with recognized neighborhood associations to conduct quarterly forums on upcoming policy and budget issues of common interest”*

**2. GP7 Logical boundaries and reasonable service areas are created when areas within the Urban Growth Area are annexed.**

This goal and its sub-goals do not appear to have anything to do with the this chapter. The Chapter title is ‘Public Participation and Partners’. The goal addresses how jurisdictional

boundaries are defined within the Urban Growth Area. This goal and its sub-goals would be more appropriate in the Comprehensive Plan chapter on Land Use and Urban Design. I suggest that this goal and its sub-goals be moved there.

Again, thank you for the opportunity to comment. Please do not hesitate to contact me with any questions.

best regards,

John Saunders  
President, South Capitol Neighborhood  
Association  
301 18th Ave SE  
Olympia, WA 98501  
m: 360 259-0288