



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8447

Meeting Agenda City Council

Tuesday, November 25, 2014

7:00 PM

Council Chambers

1. ROLL CALL

1.A ANNOUNCEMENTS

1.B APPROVAL OF AGENDA

2. SPECIAL RECOGNITION

- 2.A** [14-1150](#) Special Recognition for the Community Renewal Area (CRA) Open House Events December 3, 2014 and December 4, 2014.

Attachments: [CRA CERC 10 28 2014 Process Summary.IV](#)
[CRA Open House Invite Final](#)

3. PUBLIC COMMUNICATION

(Estimated Time: 0-30 Minutes) (Sign Up Sheets are Provided in the Foyer)
During this portion of the meeting, citizens may address the Council regarding only items related to City business, including items on the Agenda, except on agenda items for which the City Council either held a Public Hearing in the last 45 days, or will hold a Public Hearing within 45 days. Individual testimony is limited to three minutes or less. In order to hear as many people as possible during the 30-minutes set aside for Public Communication, the Council will refrain from commenting on individual testimony until all public comment has been taken. The City Council will allow for additional testimony to be taken at the end of the meeting for those who signed up at the beginning of the meeting and did not get an opportunity to speak during the allotted 30-minutes.

COUNCIL RESPONSE TO PUBLIC COMMUNICATION (Optional)

4. CONSENT CALENDAR

(Items of a Routine Nature)

- 4.A** [14-1155](#) Approval of November 3, 2014 Special Study Session Minutes

Attachments: [Minutes](#)

- 4.B** [14-1156](#) Approval of November 18, 2014 Special Study Session Minutes

Attachments: [Minutes](#)

- 4.C** [14-1157](#) Approval of November 18, 2014 City Council Meeting Minutes

Attachments: [Minutes](#)

- 4.D [14-1149](#) Consideration of Resolution Concerning the Oil-by-Rail Industry, Hydraulic Fracturing, and Oil Exports
Attachments: [Resolution](#)

4. SECOND READINGS

- 4.E [14-1088](#) Approval of 2015 Ad Valorem Tax Ordinance
Attachments: [Ad Valorem Tax Ordinance](#)
[Schedule of Preliminary Estimated 2015 General Fund Revenue by Type](#)

4. FIRST READINGS - None

5. PUBLIC HEARING

- 5.A [14-1124](#) Public Hearing - Community Development Block Grant (CDBG) Annual Report (CAPER) for Program Year 2013
Attachments: [DRAFT PY2013 Citizens Summary](#)
[DRAFT PY2013 CAPER](#)

6. OTHER BUSINESS

- 6.A [14-1143](#) Final Draft of the Comprehensive Plan - Disposition of Public Comments
Attachments: [Comp Plan Public Comments Summary Table 11.25.14](#)
[Public Comments Comp Plan 11.25.14](#)
[Imagine Olympia website](#)
[Fact Sheet on Alleys](#)
[Pros and Cons of Alleys](#)
- 6.B [14-1154](#) Continued Discussion on the 2015 Operating Budget and 2015-2020 Capital Facilities Plan to Conclude with Balancing of the Operating Budget
Attachments: [Link to Budget 365 Web Page](#)
[2015 CFP Project Summaries](#)
- 6.C [14-1120](#) Approval of 2015 Legislative Agenda
Attachments: [Draft Legislative Agenda \(v2, Nov 25\)](#)
[Body Camera Background Info](#)
[2015 AWC Priorities](#)
[Draft Legislative Agenda \(v1, Nov 18\)](#)

7. CONTINUED PUBLIC COMMUNICATION

(If needed for those who signed up earlier and did not get an opportunity to speak during the allotted 30

minutes)

8. REPORTS AND REFERRALS

8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

8.B CITY MANAGER'S REPORT AND REFERRALS

9. ADJOURNMENT

The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Council meeting, please contact the Council's Secretary at 360.753-8244 at least 48 hours in advance of the meeting. For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.



City of Olympia

City Council

Special Recognition for the Community Renewal Area (CRA) Open House Events December 3, 2014 and December 4, 2014

Agenda Date: 11/25/2014
Agenda Item Number: 2.A
File Number:14-1150

Type: recognition **Version:** 1 **Status:** Recognition

Title

Special Recognition for the Community Renewal Area (CRA) Open House Events December 3, 2014 and December 4, 2014

Recommended Action

Committee Recommendation:

The Community and Economic Revitalization Committee wishes to extend an invitation to City Council and the Community to attend the Open House events.

City Manager Recommendation:

Receive invitation to the CRA Open House events.

Report

Issue:

Receive invitation to the CRA Open House events.

Staff Contact:

Keith Stahley, Director Community Planning and Development Department 360.753.8227

Presenter(s):

Keith Stahley, Director Community Planning and Development Department

Background and Analysis:

The City Council approved the *Moving Forward with CRA* document (**Attachment 1**) on November 3, 2014. An invitation to the Open House Event is attached (**Attachment 2**).

Community members are encouraged to join the City Council, citizens, property owners and other interested parties for a Community Open House to learn about the proposed Community Renewal Area (CRA) and to provide feedback to City Council about the proposed CRA and the next steps in the CRA formation process. The Open House will set the stage for building the partnerships and energy necessary to achieve community goals for our downtown.

Two identical sessions are planned on December 3rd and 4th for the Community's convenience. Community members should feel free to attend the session that best suits their schedule or to attend both. More information about the CRA Process can be found on the City's Web Page <<http://olympiawa.gov/city-government/departments/community-planning-and-development/community-renewal-area-planning>> or by contacting Keith Stahley, Director Community Planning and Development Department at 360.753.8227 or kstahley@ci.olympia.wa.us <<mailto:kstahley@ci.olympia.wa.us>>.

MOVING FORWARD WITH CRA

Context

City leadership has given significant attention to important social, environmental, and built environment issues affecting Downtown Olympia through initiatives such as the downtown project, walking patrol, alley lighting, public art, and the shoreline master program. Investments such as the new City Hall, Hands on Children's Museum, and Percival Landing renovations further emphasize commitments to a revitalized downtown. These efforts have contributed to a new sense of optimism in downtown best exemplified by the number of new housing units that are under construction.

The Community Renewal Act provides the City with new tools to pair with the Grow Olympia Fund to encourage private sector participation in downtown renewal and to shape development in furtherance of the City's goals of creating a safe and welcoming downtown for all and increasing commerce and private investment. A Community Renewal Area (CRA) is a means to increase commercial activity in the downtown and stabilize the City's revenue base by encouraging and ensuring quality development through public/private partnerships. Economic development should not compromise social, environmental, and urban design goals, but must be a complementary and necessary part of a larger strategic vision for the City's future. Without this economic development component, the City may have the vision for a vibrant downtown but will lack the means to carry it out.

The City, together with a Citizens Advisory Committee (CAC) composed of local residents, business owners, and real estate professionals, has been studying the feasibility of establishing a CRA downtown. The study findings indicate that there are opportunities for development in Downtown Olympia, but there are a number of market and other challenges to realizing these opportunities. The study found that properties downtown were blighted and that a CRA is an option for addressing the challenges facing development downtown. In addition, the CAC also agreed that a CRA was a tool the City should consider for helping revitalize downtown.

Process

The next steps for the City Council are to confirm that community renewal work should continue, agree upon a work program for implementing a CRA planning process, and coordinate continued work toward adoption of a CRA resolution and Community Renewal Plan with other important decisions regarding the future of downtown. The recommended approach is for the City Council to establish a Community Renewal Area downtown and then release a request for proposals or qualifications (RFP/Q) to invite private sector participation in downtown renewal.

The following sections outline this process in more detail.

Goals of the Process

- To engage the public and other stakeholders in positive conversations about the future of downtown
- To move forward, build on the momentum of CAC conversations and focus discussion on downtown renewal
- To test specific development outcomes for market feasibility, and determine what the City can contribute to encourage development
- To engage property owners and developers in community-supported downtown investment
- To proceed with the Downtown Master Plan on a separate but coordinated track
- To develop a CRA Plan(s) that is properly vetted and widely understood
- To build trust and support among the citizenry in City decision making and for renewal

Principles for a Community Renewal Plan and RFP/Q process

- Encourage all stakeholders to engage in an open and transparent process, providing a mechanism by which ideas for reinvestment can be evaluated in the context of desired-community outcomes
- Ensure that development supports public goals and values (CAC conversations about development on the Isthmus provide a useful starting point for this conversation)
- Clearly articulate the role that the City can play in supporting private reinvestment
- Ensure that City resources are invested prudently
- Ensure that new development and partnerships positively contribute to the City's fiscal position
- Ensure that development proposals are responsive to the market
- Engage property owners and developers in overcoming blight Downtown

Proposed Next Steps

The CERC evaluated several options for moving forward with a CRA Plan. The CERC's proposed approach is presented here for discussion and consideration. The CERC agreed on this approach because it: (1) moves forward in the near-term to establish the foundation for a CRA Plan; (2) creates a framework that articulates and protects public goals while allowing private partner participation in overcoming blight and stimulating downtown commerce; and (3) creates opportunity for coordination with the downtown planning process without tying the CRA Plan process to a lengthy timeline.

The immediate next step is to draft a resolution for Council consideration that:

- Takes into consideration public input, gathered through an open house style meeting to inform the public, property owners, and other stakeholders about the objectives and benefits of the CRA, to be held prior to adoption of the resolution
- Makes findings of blight and the need for renewal
- Establishes a Community Renewal Area encompassing the downtown (as reflected on the attached map), which identifies City-owned property and prominent redevelopment opportunities
- Authorizes the development of an RFP/Q process for subsequent City Council review and approval that encourages proposals with respect to blighted properties, clusters of properties or small areas such as the Isthmus

The RFP/Q process will invite private sector participation in a public/private partnership with the City that will ensure quality development in furtherance of City goals and values. The review of responses to the RFP/Q will be designed to build trust in the City Council's selection of a partner(s) and will include opportunities for public review of all responses and additional public participation following selection of a preferred partner(s).

Additional decision-making regarding the scope and work plan for the RFP/Q process is needed. Based on the CERC's thinking and consultant/staff input, the following questions require further consideration:

1. Overall approach to solicitation

Recommendation: Proceed with development of RFP/Q to solicit partnership interest from developers, property owners, individuals or interest groups willing to make proposals consistent with City goals and engage in public outreach and interaction. Following the RFP open house, the City Council would select from among respondents a partner or partners to, solicit more detailed design and financial analysis. Consider providing technical assistance (design, financial evaluation) to those selected to provide detailed analysis. Process may result in one or several partners being selected, on one or more sites. Attention should be given to the City's capacity to move forward with more than one site at a time in the selection process.

2. Who makes decisions to select partners?

Recommendation: Council, but based upon advice from a committee that includes CAC members and other stakeholders.

3. Approach to clarifying possible City role and other financial resources?

Recommendation: Consider developing the RFP/Q in conjunction with NDC to identify appropriate alternative financing mechanisms, clarify the City's role in supporting those mechanisms, and recruit potential developers to respond. Identify a set of possible City contributions to public/private partnerships to enhance feasibility (examples: City

property that can be sold, traded or co-developed, contributions to public parking, facilitated permitting, etc.).

4. **What factors might RFP/Q selection criteria include?**

Recommendation: While this will require significant discussion to determine, preliminarily, consideration of respondent approach to and track record in engaging the public in their development process, financial and/or fiscal feasibility, and overall alignment of the development proposal with downtown development goals should be included among the criteria.

Following selection of a partner(s), the City will negotiate possible public/private partnerships in the form of enforceable development agreements for City Council review and approval that will define public and private roles, obligations, and responsibilities. Additional opportunities for public outreach and engagement will be identified through this process.

Ultimately, the City will develop a Community Renewal Plan (CRP) for City Council consideration that may incorporate the proposals from the successful RFP/Q process. Approval of the Community Renewal Plan requires a public hearing prior to City Council approval.

Timeline

The timeline for the process has several milestones, which are listed below. The entire process will likely take approximately ten to twelve months.

- CRA Open House
- Council Passes Resolution establishing a CRA
- NDC conduct a Community Redevelopment Finance Symposium
- RFP/Q drafted and released
- Conduct Respondent Conference
- RFP/Q proposal(s) selected
- Development of CRA Plan and developer agreements
- Adopt CRA Plan and developer agreements

CRA Process Timeline:

	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov
RFQ/P		Draft and Council review	NDC Finance Seminar		Release and Bidder's Conf		Responses due		Selection		Negotiations		Possible development agreement in place
CRA Resolution and Plan			Council adopts resolution								Draft of Plan	Final Council review	Final Plan adopted
Public Outreach	CRA Open House		Public hearing	NDC Resource fair	Bid Conference			Open house on responses			Public review draft available		Public hearing
Downtown Plan			Scoping						Plan underway				

CRA Process Timeline Detail:

OPTION B		
Inputs needed	Event	Date
Final work plan; description of options	CERC	October 14, 2014
Final work plan; CERC recommended options	City Council	October 28, 2014
Council decision on approach and timeline	Council	November 3, 2014
CRA open house	Public and Stakeholders	week of November 17
First draft of resolution and RFQ/P	CERC	December
Final draft of resolution and RFQ/P	CERC	December/January
Final Council review of resolution and RFQ/P	City Council	January
Develop approach and recruit participants	NDC Public Finance Seminar	January/February
Final RFQ/P	RFQ/P release date	March
Inputs from NDC re: financing; other data re:public contributions	Bidder's conference and resource fair	March
	RFQ/P responses due	May
	Open house to review responses	June
	Successful respondent(s) selected; enter negotiations	July
Draft CRA Plan	CERC	August
	Open House	August
Final draft of CR Plan	CERC	September
Final Council review draft	City Council	October
Final public review draft	City Council	November
Final version of plan	City Council	November

Proposed CRA Boundary





Share Your Ideas for Community Renewal in Downtown Olympia

Invitation to a Community Renewal Area Open House

December 3, 2014 or December 4, 2014

4:30 – 7:00 (Presentation at 5:30)

Olympia City Hall - City Council Chambers

601 4th Avenue East, Olympia 98501

Olympia's downtown is the urban center for the entire region supporting key arts, entertainment, business and government resources. While Downtown Olympia is an active and vibrant place with fantastic amenities, many feel that it has not fully realized its potential. The City is exploring using a planning tool known as Community Renewal Area (CRA) to help to get some properties that are eyesores transformed into productive use. The City has an interest in improving the downtown and would like to work more directly with private property owners and the community to develop an action plan so that the downtown can flourish.

Please join the City Council, citizens, property owners and other interested parties for a Community Open House to learn about the proposed Community Renewal Area (CRA) and to provide feedback to City Council about the proposed CRA and the next steps in the CRA formation process. The Open House will set the stage for building the partnerships and energy necessary to achieve community goals for our downtown.

Two identical sessions are planned on December 3rd and 4th for your convenience. Please feel free to attend the session that best suits your schedule or to attend both. More information about the CRA Process can be found on the [City's Web Page](#) or by contacting Keith Stahley, Director Community Planning and Development Department at 360.753.8227 or kstahley@ci.olympia.wa.us.



Helping to Build a Strong Downtown Through Public and Private Investment



City Hall
601 4th Avenue E.
Olympia, WA 98501
360-753-8447

City of Olympia

City Council

Approval of November 3, 2014 Special Study Session Minutes

Agenda Date: 11/25/2014
Agenda Item Number: 4.A
File Number:14-1155

Type: minutes **Version:** 1 **Status:** Consent Calendar

Title

Approval of November 3, 2014 Special Study Session Minutes



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Meeting Minutes - Draft City Council

Information: 360.753.8447

Monday, November 3, 2014

5:30 PM

Room 207

Special Study Session

1. ROLL CALL

Present: 7 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Julie Hankins, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

2. BUSINESS ITEMS

2.A [14-1045](#) Community Renewal Area (CRA) Process - Next Steps

Mr. Stahley explained the relationship between the Comprehensive Plan, the Downtown Plan, and CRA Plan. He also provided an overview of the project budget, noting that additional funds would be needed for National Development Council and ECONorthwest. Following Mr. Stahley's presentation, Council engaged in a discussion of the CRA process and next steps.

Councilmember Selby asked for additional clarification on the budget. Mr. Stahley explained the need for additional funding for ECONorthwest and the National Development Council (NDC).

Councilmembers Roe and Selby said they had problems with where we are going.

Councilmember Selby said that the City Council wasn't part of this conversation. She felt we were putting the cart before the horse and we need to step back. She said she felt that we should keep the Isthmus off the table because it would be a disaster for the community.

Councilmember Hankins asked what will a downtown plan do for you?

Councilmember Selby said that she envisioned hiring an urban designer to do a design for at least part of downtown.

Councilmember Hankins asked what's the end game? How do we move forward?

What will make the Downtown Plan happen? We need a structure that the CRA Plan and process will provide. How do you get the downtown plan to happen. We need partnerships. We need CRA. What are we bringing to the table? I don't want a plan to put on the table to collect dust.

Councilmember Langer added that timing is an important element. If we do it right, this may be the time to grab this opportunity. He felt that we may miss this opportunity if we wait to do the RFP process and the RFP process will help us have a better downtown plan. The private sector will be involved through the RFP process and we need that connection to reality.

Councilmember Roe said she was in support of the CRA. She said she was confused about the momentum building for this process and wondered if anyone in the private sector will be willing to participate.

Councilmember Langer noted that a public finance seminar is planned and the seminar will help to bring to bring developers into the process but is not possible unless we have this tool in place.

Councilmember Roe asked if we have any idea at all what we would like to see in downtown.

Mayor Buxbaum said our proposed Comprehensive Plan has several statements about the vision for downtown. The charge to CERC was how to operationalize that and bring all the elements together - good urban planning and joining the private sector into the process. The Mayor pointed out there are two items on the agenda for tonight's Study Session and asked for Council preference.

Councilmember Selby said she was probably not going to be ready to make a decision in the business meeting tonight.

Councilmember Langer added that he didn't think there was any logical stopping point with time allotted.

The topic was discussed and forwarded to the City Council meeting at 7:00 p.m. November 3, 2014.

2.B [14-1050](#) Continued Discussion of the 2015 Operating Budget

Given limited time, Mayor Buxbaum proposed that Council receive briefings only on the listed topics, with discussion occurring during future Council deliberations on the budget. Councilmembers concurred with the suggestion.

Lodging Tax: Councilmember Hankins presented the Lodging Tax Advisory Committee recommendations. Ms. Hankins said she does not recommend funding the City of Lacey request for Operation and Maintenance (O&M) support for the Regional Athletic Center (FAC) absent any policy-level discussion with the Lacey City Council or administration about the RAC and future plans. She noted that the Council could appropriate Lodging Tax money for this purpose any time during the year.

Utility Rate Increases and General Facility Charges (GFC): Andy Haub, Water Resources Director, reviewed the proposed increases and the GFCs. He said that the Utility Advisory Committee has been working on this issue since May. Dan Daniels, Waste ReSources Director, reviewed the proposed garbage/recycling fees. Councilmembers briefly discussed the past practice of “smoothing out” rate increases to avoid spikes.

Impact Fees: Jonathon Turlove, Parks Planner, and Randy Wesselman, Transportation & Engineering Program Manager, provided an overview of the impact fee formulas and projected income for 2015.

Mayor Buxbaum thanked staff for their succinct presentations.

The topic was discussed and forwarded to the City Council meeting at 7:00 p.m. November 3, 2014.

3. **ADJOURNMENT**

The meeting adjourned at 6:35 p.m.



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601 4th Avenue E.
Olympia, WA 98501
360-753-8447

City of Olympia

City Council

Approval of November 18, 2014 Special Study Session Minutes

Agenda Date: 11/25/2014
Agenda Item Number: 4.B
File Number:14-1156

Type: minutes **Version:** 1 **Status:** Consent Calendar

Title

Approval of November 18, 2014 Special Study Session Minutes



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Meeting Minutes - Draft City Council

Information: 360.753.8447

Tuesday, November 18, 2014

5:30 PM

Council Chambers

Special Study Session - Commun. Park Feas. Study

1. ROLL CALL

Present: 7 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Julie Hankins, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

2. BUSINESS ITEM

2.A [14-1121](#) Briefing on Community Park Feasibility Study Findings

Parks, Arts and Recreation Department Director Paul Simmons gave an overview of the Community Park Suitability Assessment. He said the Parks Plan is expected to be completed in March, 2016. He noted that funds have not been identified to purchase, develop, or maintain a community park. He said this is not an open space suitability study.

Mr. Robert Droll, Landscape Architect and consultant for this project, reviewed elements of the study and criteria as directed by the Council. He reviewed each of the five candidate sites, including Boulevard Road Site, Cooper Point Road Site, Lister Road Site, Morse-Merryman Road Site, and Yelm Highway Site. Mr. Droll stated his recommendation is the Yelm Highway site and said it is the most cost effective site.

Councilmembers asked clarifying questions.

Mr. Simmons stated this information will feed into the Parks Plan.

The work session was completed.

3. ADJOURNMENT

The meeting adjourned at 6:43 p.m.



City Hall
601 4th Avenue E.
Olympia, WA 98501
360-753-8447

City of Olympia

City Council

Approval of November 18, 2014 City Council Meeting Minutes

Agenda Date: 11/25/2014
Agenda Item Number: 4.C
File Number:14-1157

Type: minutes **Version:** 1 **Status:** Consent Calendar

Title

Approval of November 18, 2014 City Council Meeting Minutes



City of Olympia

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8447

Meeting Minutes - Draft City Council

Tuesday, November 18, 2014

7:00 PM

Council Chambers

1. ROLL CALL

Present: 7 - Mayor Stephen H. Buxbaum, Mayor Pro Tem Nathaniel Jones, Councilmember Jim Cooper, Councilmember Julie Hankins, Councilmember Steve Langer, Councilmember Jeannine Roe and Councilmember Cheryl Selby

1.A ANNOUNCEMENTS

Mayor Buxbaum noted the Council met in a Special Study Session earlier in the evening regarding the Community Park Feasibility Study findings.

1.B APPROVAL OF AGENDA

Mayor Buxbaum suggested moving Item 4E, Approval of 2015 Legislative Agenda, from the Consent Calendar to Other Business. The Council agreed.

The agenda was approved as amended.

2. SPECIAL RECOGNITION - None

3. PUBLIC COMMUNICATION

The Council heard comments from Ms. Nancy Goldsby, Mr. Frank Turner, Mr. Tom Crawford, Mr. Jack Horton, MR. Daniel Einstein, Ms. Susan Sunshine, Ms. Meg Martin, Mr. Ron Nesbitt, Ms. Rosalinda Noriega, Mr. Al Walter, Ms. Laura Schleyer, Ms. Elizabeth Stark, Mr. Niel Lawrence, Mr. John Van Eenwyk, Ms. Beverly Bassett, and Mr. Bob Wadsworth.

Mayor Buxbaum noted we will return to public comment after the public hearings.

Mayor Pro Tem Jones asked the General Government Committee to review how the Council should manage large crowds in Public Communications as far as calling on those who have not addressed the Council recently. Council agreed.

4. CONSENT CALENDAR

4.A [14-1099](#) Approval of November 3, 2014 City Council Meeting Minutes

The minutes were adopted.

4.B [14-1123](#) Approval of Bills and Payroll Certification

Claim check numbers 3452429 through 33453481: Total \$6,101,974.64; and Payroll check numbers 87399 through 87471 and Direct Deposit Transmissions: Total \$3,675,084.08.

The decision was adopted.

4.C [14-1106](#) 2014 Neighborhood Matching Grants: Proposed Budget
Reallocation for Two Grants

The decision was adopted.

4.D [14-1114](#) Approval of Agreement with National Development Council for
Community and Economic Development Services

The contract was adopted.

4. SECOND READINGS - None**4. FIRST READINGS - None****Approval of the Consent Agenda**

Councilmember Hankins moved, seconded by Councilmember Langer, to adopt the Consent Calendar, except Item 4E, which was pulled and moved to Other Business. The motion carried by the following vote:

Aye: 7 - Mayor Buxbaum, Mayor Pro Tem Jones, Councilmember Cooper, Councilmember Hankins, Councilmember Langer, Councilmember Roe and Councilmember Selby

5. PUBLIC HEARING**5.A** [14-1115](#) Public Hearing on the 2015 City of Olympia Operating Budget

City Manager Steve Hall gave an overview of the operating budget. He reviewed General Fund budget projections, how to achieve a sustainable budget, key features of the 2015 budget, General Fund revenues, General Sales Tax, Major Sales Tax Categories, total number of employees, and 2015 ongoing and one-time unfunded requests.

The public hearing was opened.

Mr. Jack Horton, 2106 Bethel St NE, said parks maintenance is terribly underfunded. He also supports purchasing more park land.

Ms. Patty Belmonte, 504 75th Way NE, Executive Director of the Hands On Children's

Museum, thanked the Council for continued Lodging Tax funding.

Mr. Joe Ford, 1903 Eskridge Blvd SE, asked the Council to augment the 2015 budget by \$150,000 to meet its goals in the 2009 bicycling program.

Mr. Chris van Daalen, 3203 Lorne St SE, suggested the following to increase revenues: leverage partnerships to contribute to economic change, placemaking, and taking action on climate change.

Mr. Bob Jacobs, 720 Governor Stevens Ave SE, spoke on graduated income tax and the need to increase tax rates to maintain the tax level. He suggested staff update a study done many years ago. With regard to the City expenses, he suggested staff review the number of employees and the number of employees with salaries over \$100,000.

Ms. Vicky McCarley, 2104 Allen Rd SE, spoke on the need for a permanent line item in the budget for the Harbor Patrol.

Ms. Theresa Madden, 304 West Bay Dr, spoke in support of providing funding for the Harbor Patrol.

Mr. Robert Marino, 1620 San Francisco Ave, asked the Council to give priority to projects to mitigate climate change.

Master Dean spoke on what climate change means to him.

Ms. Lisa Radcliffe spoke in support of funding the Harbor Patrol.

Ms. Beverly Bassett, 1218 Marion St NE, spoke on climate change.

The public hearing was closed.

The public hearing was held and closed.

5.B [14-0990](#) Public Hearing on the 2015 - 2020 Capital Facilities Plan (CFP)

City Manager Steve Hall introduced this item. He reviewed partnerships that help with City projects, the components of the CFP, funding sources, CIP revenues and funding, underfunded items, and items not included. He also reviewed the 2004 ballot issue language and how the City has spent funds from the utility tax, and how the utility tax money will be spent in 2015.

Director of Parks, Arts and Recreation Director Paul Simmons reviewed the numerous accomplishments the City has seen over the past 10 years, including:

- Purchased 10 parcels throughout the City,
- Developed some of those parcels,
- Performed major maintenance,
- Projects completed through non-utility tax funds.

He noted the Parks and Recreation Advisory Committee has made recommendations to the CFP every year.

The public hearing was opened.

Ms. Karen Messmer said the utility tax funds have been used for maintenance rather than acquisition. She said this points to a breach of voter trust. She said she wants the Council to get back on track in the future.

Ms. Judy Bardin, 1517 Dickinson Ave NW, asked to fund sidewalks and open spaces with the 1% non-voted utility tax.

Mr. Walt Jorgensen, 823 North St, spoke on parks stewardship.

Mr. Joe Ford spoke in support of improving bicycling facilities.

Mr. Brian Faller said the voters taxed themselves to acquire land for parks. He said there is enough money to purchase one of the LBA parcels.

Mr. Bob Jacobs, 720 Governor Stevens Ave SE, said the City has an opportunity to remove the Capitol Center building, with the future population growth, land will not be available to purchase for parks, and he recommended a substantial levy lid lift.

Mr. Stu Henderson, 4815 Edgeworth Dr, urged the Council to look at creative solutions.

Mr. Paul Ellwood, 2217 Wedgewood Dr SE, said the CFP should provide resources for bicycle amenities.

Ms. Beth Norman, 2907 Stirling Ct SW, spoke of the benefits of visiting trails and being in the woods.

Mr. Joe Shorin, 2533 Wedgewood Ct SE, he said he voted for the purchase of open space, particularly the LBA Woods.

Ms. Kris Norelius, 4460 Village Dr SE, referenced the want vs. need in the budget.

Mr. Alan Reichman, 2909 Moore St SE, spoke in support of acquiring one or both of the LBA parcels.

Mr. Jeff Marti spoke on behalf of the LBA Woods Coalition and submitted petitions signed by 5,200 individuals to conserve LBA Woods and acquire the LBA Woods parcels for a community park.

Ms. Maria Ruth spoke in support of saving the LBA Woods. She commented that it is hard for citizens to help with the maintenance role in the parks.

Mr. Bruce Fortune, 1700 Langridge Ave NW, said he voted yes in 2004 to acquire parks and the money has been pilfered away.

Ms. Kathy Harkson (sp) spoke in support of keeping LBA Woods.

Mr. George Kaminsky spoke in support of keeping the LBA Woods.

Ms. Dorothy Gist spoke in support of LBA Woods.

The public hearing closed.

The public hearing was held and closed. Written comments will be received until Friday, November 21, at 5:00 p.m.

5.C [14-1055](#) Public Hearing on the 2016-2021 Six-year Transportation Improvement Program

Transportation Project Engineer Dave Smith provided an overview of the Transportation Improvement Program. He reviewed projects added and removed.

The public hearing was opened.

Ms. Karen Messmer, President of Olympia Safe Streets Campaign, said the six year TIP should have \$6 million in it for parks and pathways and the bicycle facilities should contain \$600,000 for six years. She thanked the Council for having the CFP and TIP hearings on the same night.

Mr. Jack Horton, President of Woodland Trail Greenway Association, asked the Council to consider nonmotorized infrastructure and transportation technology.

The public hearing was closed.

The Council discussed the Log Cabin Road extension and how it is a regional transportation plan.

The public hearing was held and closed.

5.D [14-1088](#) Approval of 2015 Ad Valorem Tax Ordinance

Mayor Buxbaum noted a change from staff to the ordinance which shows an increase of \$48.78.

Fiscal Services Director Dean Walz reviewed the levy calculations and rates.

The public hearing was opened.

Mr. Jack Horton supported the change to the ordinance.

The public hearing was closed.

Mayor Pro Tem Jones moved, seconded by Councilmember Hankins, to approve the ordinance on first reading and forward it to second reading at the November 25 Council meeting. The motion carried by the following vote:

Aye: 7 - Mayor Buxbaum, Mayor Pro Tem Jones, Councilmember Cooper, Councilmember Hankins, Councilmember Langer, Councilmember Roe and Councilmember Selby

6. OTHER BUSINESS

4.E [14-1120](#) Approval of 2015 Legislative Agenda

(Item pulled from Consent Calendar)

Communications Manager Cathie Butler reviewed the draft agenda and the list of other issues of interest.

Mayor Pro Tem Jones said he will bring this to TRPC when it is finalized. He has a concern about the WWRP funding and suggested that AWC carry this banner. He also expressed interest in dash and/or body cams for the Police and asked this be put on the list of other issues of interest. Also, he would like to ask the State to help us with the privacy and disclosure aspects of this.

Mayor Pro Tem Jones said the State is considering reducing parking stalls for State employees on the Capitol Campus. He would like the City to provide input to the State on Communte Trip Reduction.

Council agreed to the one take away and the two additions.

Mayor Buxbaum suggested the City collaborate with the Department of Enterprise Services to look for opportunities for energy savings based on a more centralized plan for utilities. Council agreed.

The 2015 Legislative Agenda was discussed and will come back with revisions for consideration at the November 25 Council meeting.

7. CONTINUED PUBLIC COMMUNICATION

8. REPORTS AND REFERRALS

8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

Due to the late hour, Reports were not given.

Mayor Buxbaum said next week the Council will hear about Community Renewal Area

inititiave citizen engagement process.

8.B CITY MANAGER'S REPORT AND REFERRALS

City Manager Steve Hall asked who will be attending the Safe Energy Leadership Alliance meeting this Friday. Five Councilmembers indicated they will attend and staff will notice this as a Special City Council meeting.

Mayor Pro Tem Jones distributed a draft resolution regarding oil by rail and asked that it be put on next weeks agenda on Consent. Council agreed.

9. ADJOURNMENT

The meeting adjourned at 11:01 p.m.



City of Olympia

City Council

Consideration of Resolution Concerning the Oil -by-Rail Industry, Hydraulic Fracturing, and Oil Exports

Agenda Date: 11/25/2014
Agenda Item Number: 4.D
File Number:14-1149

Type: resolution **Version:** 1 **Status:** Consent Calendar

Title

Consideration of Resolution Concerning the Oil-by-Rail Industry, Hydraulic Fracturing, and Oil Exports

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to adopt the Resolution Concerning the Oil-by-Rail Industry, Hydraulic Fracturing, and Oil Exports

Report

Issue:

Shall the City Council adopt the attached Resolution?

Staff Contact:

Darren Nienaber, Interim City Attorney, 360.753.8338

Presenter(s):

Darren Nienaber, Interim City Attorney, 360.753.8338

Background and Analysis:

At the City Council's November 18, 2014 meeting, Mayor Pro-Tem Jones presented a proposed resolution concerning the oil-by-rail industry, hydraulic fracturing, and oil exports. Mayor Pro-Tem Jones asked that the resolution be scheduled on the Council's November 25, 2014, Consent Calendar. The Council agreed to schedule the resolution for its November 25, 2014 meeting.

Neighborhood/Community Interests (if known):

Protection of Olympia's assets, including its drinking water supply, public safety, and environmental protection.

Options:

1. Approve the Resolution as presented.
2. Amend, then take action to approve the Resolution as amended.
3. Do not take any action.

Financial Impact:

None.

RESOLUTION NO. _____

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA,
WASHINGTON, CONCERNING THE OIL-BY-RAIL INDUSTRY, HYDRAULIC
FRACTURING, AND OIL EXPORTS.**

WHEREAS, newly applied technologies, including hydraulic fracturing, have resulted in the extraction of unprecedented amounts of crude oil from the Bakken shale formation in North Dakota, now estimated to extract one million barrels per day; and

WHEREAS, oil companies plan to expand rail capacity in the State of Washington to receive this crude oil at four refineries and at newly proposed marine transfer stations at the Ports of Vancouver and Grays Harbor, which will greatly increase the number of oil trains traveling through Thurston County; and

WHEREAS, the U. S. Pipeline and Hazardous Materials Safety Administration has concluded that Bakken crude oil "is more volatile than most other types of crude," making it more hazardous than other cargo; and

WHEREAS, these unit oil trains composed of some 100, or more, tankers filled with Bakken oil now travel through the Thurston County towns of Bucoda, Tenino, and Lacey on Burlington Northern Santa Fe (BNSF) lines headed north, and could soon travel through Rochester along the Chehalis River west on the Genesee & Wyoming lines to three proposed marine transfer terminals at the Port of Grays Harbor; and

WHEREAS, the BNSF rail lines cross through the Deschutes River watershed, which eventually flows directly through the City of Olympia, and an oil spill could substantially affect the quality of life in our community; and

WHEREAS, the BNSF rail lines run adjacent to and directly uphill from Olympia's drinking water source, and along other waterfronts, creeks, and precious natural areas; and

WHEREAS, between April 29 and May 21, 2014, there were four derailments on the Genesee and Wyoming rail line between Centralia and Aberdeen, raising serious questions about the capability of this rail line to handle current export commodities, let alone trains with explosive Bakken and tar sands crude oil; and

WHEREAS, catastrophic explosions, spills, and deaths due to derailments of tanker cars carrying Bakken crude oil have occurred in Lac Megantic, Quebec; Casselton, North Dakota; near Plaster Rock in New Brunswick, Canada; Aliceville, Alabama; and Lynchburg, Virginia within the last year causing immeasurable loss of life and property, and immeasurable environmental damage – damage which could occur in our towns, on our farm lands and in our river systems, posing a serious threat to Thurston County and its economic viability, as well as our pristine wilderness; and

WHEREAS, in July 2014, three 29,200-gallon oil cars on a slow-moving train derailed without spills or fires beneath Seattle's Magnolia Bridge; and

WHEREAS, in January 2014, the National Transportation Safety Board stated, "Because there is no mandate for railroads to develop comprehensive plans or ensure the availability of necessary response resources, carriers have effectively placed the burden of remediating the environmental consequences of an accident on local communities along the route"; and

WHEREAS, at the same time this burden to protect our urban centers, farm lands, river systems, and our natural environment from oil trains is being placed on local jurisdictions, many of which are struggling to maintain their fire fighters and first responders, let alone provide them with adequate resources to respond to oil fires, explosions and derailments; and

WHEREAS, in testimony before the U.S. Surface Transportation Board, a BNSF spokesperson admitted, "Insurance is not commercially available to sufficiently protect us against catastrophic loss"; and

WHEREAS, oil trains are not adequately covered by insurance for major accidents and catastrophic loss; and

WHEREAS, various groups and organizations such as the Washington State Council of Firefighters, the International Brotherhood of Electrical Workers Local 77, the International Longshoremen and Warehousemen's Union Local 4, and Railroad Workers United, have registered strong opposition, due to safety concerns, to the transportation and storage of crude oil anywhere in the state of Washington; and

WHEREAS, the seafood industry would be irreparably devastated by spills of crude oil into the coastal waters of our state; and

WHEREAS, shipments of fruits, grains, and other vital commodities are experiencing delays and stoppages due to precedence being given to crude oil trains, resulting in goods being damaged and higher prices for consumers; and

WHEREAS, hydraulic fracturing is not only associated with concerns related to transportation but also with depleting fresh water supplies through the use of millions of gallons of water at each fracturing site, injecting toxic chemicals underground and into ground water, increased seismic activity, habitat destruction, and workers' exposure to hazardous materials; and

WHEREAS, increased transport of oil to other countries increases the risk of spills and accidents, both here and abroad, and the burning of fossil fuels anywhere contributes to the emission of greenhouse gases, as well as mercury, arsenic, and sulfur, and finally, the export of large volumes of fossil fuels is not compatible with the City of Olympia's role as a leader in environmental stewardship.

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. The City of Olympia strongly urges Washington State to adopt legislation requiring disclosure of the volumes and types of petroleum, petroleum products, and petroleum derivatives; transportation routes; and the frequency and duration of transfers of petroleum, so that the state and local communities can be fully informed of and plan for the risks posed by the transport of petroleum by rail.

Section 2. The City of Olympia strongly urges the U.S. Department of Transportation (DOT) to increase federal tank car design and operation regulations for petroleum product shipments and aggressively phase out older-model tank cars used to move flammable liquids that are not retrofitted to meet new federal requirements.

Section 3. The City of Olympia strongly urges the Washington State Department of Ecology and the Military Department Emergency Management Division, in collaboration with the Washington State Department of Fish and Wildlife, the U.S. Coast Guard, and local government emergency response entities, to assess the impact to public safety, the environment, the economy, and traffic of petroleum transport by rail through Thurston County and the State of Washington.

Section 4. The City of Olympia requests that the Governor of Washington State, the Washington State Department of Ecology, the Washington State Energy Facility Site Evaluation Council, and any other

relevant state agencies refrain from permitting projects that would expand the capacity for petroleum export out of the state or otherwise increase the number of trains carrying petroleum through Thurston County and other Washington communities until the cumulative environmental and safety impacts of these projects are studied and addressed.

Section 5. The City of Olympia requests that the State of Washington and all involved state and local agencies consider the lack of adequate insurance for catastrophic loss when reviewing proposals related to oil trains. The City of Olympia requests that all permitting agencies require insurance to cover catastrophic loss in amounts that are available are in the insurance market.

Section 6. The City of Olympia requests that any railroad company that operates rail lines adjacent to Olympia's assets, including our drinking water supply, consider restrictions on the shipment of petroleum products along those routes until adequate study by relevant state, local, and federal government agencies have determined that the transport of petroleum by rail meets established public safety and environmental protection standards.

Section 7. The City of Olympia asks the Port of Grays Harbor Commission to reconsider its proposal to build three marine transfer terminals for oil export which will result in volatile Bakken oil being transported through urban centers and farm areas and endangering the health, safety, welfare and economic viability of our citizens and the natural environment that supports our livelihood.

Section 8. The City of Olympia strongly requests the City of Hoquiam to deny construction permits for all three of these proposed terminals for oil export which will result in volatile Bakken oil being transported through Thurston County.

Section 9. The City of Olympia strongly urges the Washington State Department of Transportation and the Freight Mobility Strategic Investment Board to analyze and study the potential economic effect of this oil train traffic on the displacement of existing economic activity and the potential loss of access to rail transport by local and regional shippers.

Section 10. The City of Olympia asks the Port of Olympia Commission to reconsider its role in the import and transport of materials, which are used for hydraulic fracturing. These materials contribute to the movement of dangerous oil trains through our communities, the potential development of oil export terminals on our fragile coastline, the increased burning of fossil-based carbon fuels, and the worsening of the climate crisis.

PASSED BY THE OLYMPIA CITY COUNCIL this _____ day of _____ 2014.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Darren Nienaber

CITY ATTORNEY



City of Olympia

City Council

Approval of 2015 Ad Valorem Tax Ordinance

Agenda Date: 11/25/2014
Agenda Item Number: 4.E
File Number: 14-1088

Type: ordinance **Version:** 2 **Status:** 2d Reading-Consent

Title:

Approval of 2015 Ad Valorem Tax Ordinance

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager's Recommendation:

Move to approve on 2nd reading the 2015 Ad Valorem Tax Ordinance

Report

Issue:

Shall the ordinance be approved?

Staff Contact:

Dean Walz, Fiscal Services Director, Administrative Services Department, 360.753.8465

Presenter(s):

Dean Walz, Fiscal Services Director, Administrative Services Department,

Background and Analysis:

The City is required to adopt a property tax levy ordinance and file a levy certification with the County by November 30, 2014. If no certification is filed, the County will levy the lesser of the amount levied for 2014 or any other legal limit which may be applied to the levy.

A public hearing on General Fund revenues sources, including property tax, is required prior to the adoption of the property tax levy (RCW 84.55.120). Schedule of proposed 2015 General Fund revenues is attached. Notice of the hearing was published on November 4 and November 11, 2014.

The 2015 general levy is based on a 1% increase over the previous highest legal levy, plus estimated amounts for new construction, a contingency, and a refund levy to be collected in 2015. To increase the levy beyond these limits requires voter approval (levy lid lift).

A contingency of \$25,000 is included because the final values and changes in State assessed properties (utilities) are not known at this time. The maximum the City can collect in property taxes is

limited to the lesser of the legal limit or the amount specified in the authorizing ordinance.

Once a levy is set there may be adjustments made which lower the amount of taxes to be collected, e.g. lower assessed valuations. The amount not collected due to adjustments can be added to the next year's levy as a refund levy.

Estimated Regular Levy for 2015 Collections -

The estimated regular levy for 2015 collections is \$13,490,486.36 including new construction, a refund levy, and contingency. The estimated rate per \$1,000 of assessed valuation is \$2.3820. The current rate is \$2.4839. The decrease in rate is due to an assessed value increase of 6.6% and an increase of 2.2% in taxes including new construction, refund levy and the contingency. Assessed value for 2015 tax collections is estimated at \$5.66 billion - an increase of \$350 million. Preliminary estimated increase in assessed valuation from new construction (included in above) is \$55.86 million.

The maximum regular levy rate is \$3.325, assuming the Timberland Library District levied its full levy capacity of \$0.50 per \$1,000 of assessed value. The current levy rate of the District is \$0.416.

Additionally, the City will collect property tax to pay debt service on bonds issued with voter approval to fund fire facilities and equipment. (In 2008 voters approved an excess levy to pay for a fire station, fire training facility, and equipment. Bonds were issued in 2009.) This levy for 2015 will be \$1,191,510. Estimated levy rate is \$0.210. The 2014 levy for the fire bonds is \$0.228. The tax levy to pay the debt service on the fire bonds is not part of the public hearing.

The ordinance approving the levy must include the amount and percentage of change compared to the prior year levy (2014). The comparison is based on the highest legal levy.

\$13,151,328.80	Highest legal levy (provided by Assessor's Office)
13,282,842.09	101% of above
<u>Less 13,198,050.52</u>	2014 levy
84,791.57	Increase of 0.64256% (amount provided by Assessor's Office)

Neighborhood/Community Interests (if known):

N/A

Options:

Approve or do not approve the ordinance.

Financial Impact:

The proposed ordinance will provide an increase in the general levy of \$267,394:

\$13,282,842.09	1% increase over highest legal levy.
\$ 138,761.87	New construction
\$ 43,882.27	Refund levy
<u>\$ 25,000.00</u>	Contingency pending final values from the County.
\$13,490,486.23	

<u>\$13,198,050.52</u>	2014 levy
\$ 292,435.71	Increase

AN ORDINANCE setting the ad valorem tax amount and amount of increase for the budget year 2015.

WHEREAS, the Olympia City Council held a public hearing on November 18, 2014, to consider the City of Olympia ad valorem tax levy for 2015 collections; and

WHEREAS, the City Council, after the hearing and after duly considering all relevant evidence and testimony presented, has determined that the City of Olympia requires an increase in property tax revenue from the previous year, in addition to the increase resulting from additions of new construction and improvements to property, areas added by annexation, and any increase in the value of state-assessed property, in order to discharge the expected expenses and obligations of the City in its best interest; and

WHEREAS, the City must identify in the ad valorem tax ordinance the amount and percentage increase compared to the previous year; and

WHEREAS, the City issued bonds to pay for a Fire Station, Fire Training Facility, and Equipment, such bonds approved by voters in 2008; and

WHEREAS, the City of Olympia has been advised by the Thurston County Treasurer that the City of Olympia is eligible for a refund levy of \$43,882.27; and

WHEREAS, final assessed values are not yet available, a contingency of \$25,000 is included in the General Levy; and

WHEREAS, the City is required to certify the amount to be raised by taxation on assessed valuation with the clerk of the county legislative authority by November 30.

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL, ORDAINS AS FOLLOWS:

Section 1. An \$84,791.57 increase in the regular property tax levy is hereby authorized for the 2015 levy, which is an increase of 0.64256 percent from the previous year.

This is exclusive of additional revenue resulting from new construction, improvements to property, any increase in the value of state assessed property, and any annexations that have occurred and refunds made.

Section 2. There is hereby fixed as the amount of property tax collections necessary to raise an amount equal to the estimated expenditures less the total estimated revenue from all sources other than ad valorem taxation, the following sum:

OLYMPIA	AMOUNT
General Levy (Regular Property Tax Levy)	\$13,446,604.09
Excess Levy (Fire Station Bonds)	1,191,510.00
Administrative Refund Levy	43,882.27

Regular levy, refund State assessed utilities	44.56
Excess levy, refund State assessed utilities	4.22
	<u>\$14,682,045.14</u>

Section 3. On or before the 30th day of November, 2014, the City Clerk shall file with the Clerk of the Thurston County Board of Commissioners a certified estimate of the total amount to be raised by the ad valorem tax levied herein on property within the City of Olympia.

ADOPTED THIS _____ day of November, 2014.

MAYOR

MAYOR PRO-TEM

COUNCILMEMBER

COUNCILMEMBER

COUNCILMEMBER

COUNCILMEMBER

COUNCILMEMBER

ATTEST:

CITY CLERK

APPROVED AS TO FORM:



ASSISTANT CITY ATTORNEY

Passed:

Approved:

Published:

SCHEDULE OF PRELIMINARY ESTIMATED 2015 GENERAL FUND REVENUE BY TYPE

Property Tax	\$10,187,486	15.8%
Sales Taxes	18,683,610	28.9%
Business Taxes	4,990,000	7.8%
Utility Tax, Private	4,946,860	7.6%
Utility Tax, Municipal	4,102,150	6.3%
Licenses & Permits	2,966,634	4.6%
Intergovernmental	1,844,647	2.9%
Charges for Service	13,081,895	20.2%
Fines & Forfeits	1,084,500	1.7%
Other Revenue	2,694,264	4.2%
Total Revenue	\$ 64,582,046	

A contingency of \$25,000 is proposed to be included in the actual levy ordinance to be presented to the Council. The contingency will allow the City to collect the full amount available if there are increases in new construction values or valuation of utilities, which is provided by the State but not currently available.



City of Olympia

City Council

Public Hearing - Community Development Block Grant (CDBG) Annual Report (CAPER) for Program Year 2013

Agenda Date: 11/25/2014
Agenda Item Number: 5.A
File Number:14-1124

Type: public hearing **Version:** 1 **Status:** Public Hearing

Title

Public Hearing - Community Development Block Grant (CDBG) Annual Report (CAPER) for Program Year 2013

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Hold a public hearing on the City of Olympia's CDBG PY2013 Annual Report. Direct staff to schedule final consideration and approval for December 2, 2014, Council meeting after completion of the public comment period.

Report

Issue:

Should the attached CDBG PY2013 Annual Report be submitted to HUD?

Staff Contact:

M. Anna Schlecht, Housing Program Manager, Community Planning and Development,
360.753.8183

Presenter(s):

Leonard Bauer, Deputy Director, Community Planning and Development

Background and Analysis:

The Consolidated Annual Performance and Evaluation Report (CAPER) is the annual report for the City of Olympia's Community Development Block Grant Program. It describes the year-end status of all activities by the City in the Program Year 2013 Action Plan, the first year of the five-year Consolidated Plan (2013-2017). It also evaluates accomplishments. The report covers activities between September 1, 2013, and August 31, 2014. The City presents both the full Program Year 2013 CAPER in the required format along with a "DRAFT 2013 CAPER Citizen's Summary" that is more user friendly.

The public has an opportunity to review and comment on the CAPER. Tonight's public hearing is part of a 15-day public comment period that runs from November 10, 2014, through 9 a.m. on Wednesday, November 26, 2014.

This opportunity allows community members to evaluate the City's CDBG Program accomplishments. At the conclusion of the 15-day public comment period, staff will incorporate all public comments into the final CAPER. Once approved by City Council, staff will submit the CAPER to the regional office of Housing and Urban Development (HUD).

The draft report is attached and copies of the report are available in the following locations:

1. **Online** on the City of Olympia's website (www.olympiawa.gov <<http://www.olympiawa.gov>>);
2. At **Olympia City Hall**, 601 4th Ave E, Community Planning and Development Department, 2nd floor;
3. At the **Olympia Timberland Library**, 313 8th Ave SE, Olympia, WA 98501; and
4. Direct email copy upon request to slodholm@ci.olympia.wa.us <<mailto:slodholm@ci.olympia.wa.us>>.

Public Comments:

Comments received by 12 Noon, Thursday, November 20, are included as an attachment to this staff report. Comments received between then and 5 p.m. on Tuesday, November 25, will be photocopied and placed on the City Council members' desks at the meeting.

Comments to the City Council may be submitted by 9 a.m., November 26, by:

1. **Email:** citycouncil@ci.olympia.wa.us <<mailto:citycouncil@ci.olympia.wa.us>>
2. **Postal Mail:** Olympia City Council, PO Box 1967, Olympia, WA 98507-1967
3. **Hand Delivered:** Olympia City Hall, 601 4th Ave E

Neighborhood/Community Interests (if known):

All neighborhoods with low- and moderate-income residents and community groups that work with low- and moderate-income individuals are affected.

Options:

1. Hold the public hearing and receive public comments on the CDBG Annual Report. Direct staff to schedule final consideration and approval for the December 2, 2014, Council meeting after completion of the public comment period.

Financial Impact:

The CAPER report presents federal CDBG expenditures totaling \$739,505.



City of Olympia

CITIZEN'S SUMMARY

Community Development Block Grant (CDBG) Consolidated Annual Performance and Evaluation Report

Program Year 2013, September 1, 2013 – August 31, 2014
First Year of a Five-Year Consolidated Plan

Report prepared for the
U.S. Department of Housing and Community Development (HUD)

City of Olympia, Washington

DRAFT November 2014



Quixote Village Community Center provides a central kitchen and service center for 30 formerly homeless residents of Olympia's "tiny house" homeless housing project, configured as cottages surrounding the center. **2013 CDBG Funding: \$55,000**

For Information Contact:

Leonard Bauer 360-753-8206
M. Anna Schlecht 360-753-8183
Sue Lodholm 360-753-8436

lbauer@ci.olympia.wa.us
aschlech@ci.olympia.wa.us
slodholm@ci.olympia.wa.us

City of Olympia

Consolidated Annual Performance and Evaluation Report

September 1, 2013 - August 31, 2014

Introduction

The **Consolidated Annual Performance and Evaluation Report** (CAPER) is the City of Olympia's annual report on the **Community Development Block Grant** (CDBG) Program. This report provides information on the activities funded by the City for the Program Year 2013 (herein PY 2013) Action Plan (9/1/13 – 8/31/14), the first of a five year Consolidated Plan.

Change in Format

The CDBG annual report known as the CAPER is now submitted online in a digital format that may be difficult for citizens to understand. A copy of the full CAPER is either attached or available upon request. In the spirit of our Citizen Participation Plan, we offer this **"Citizen's Summary"** to provide key information in a user-friendly format to ensure that our community understands how these federal funds are used.

Availability

This draft of this CAPER will be available for public comment as follows:

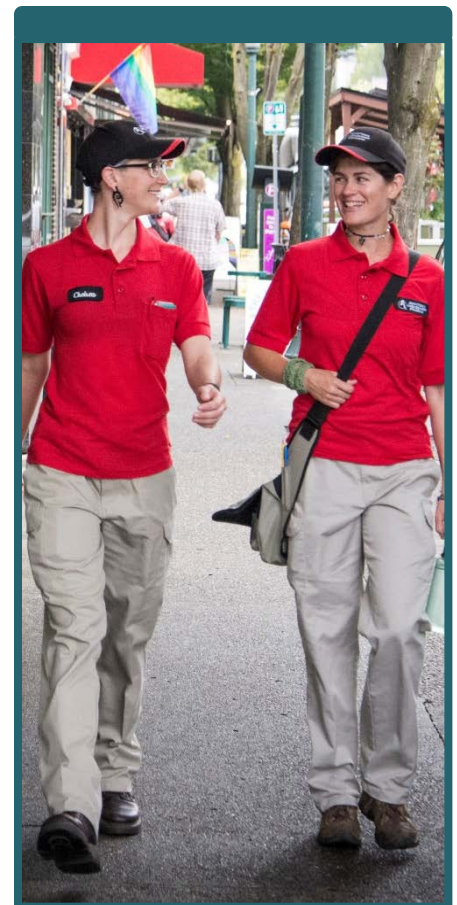
- Two-week public comment period November 10, 2014 - 9 AM on November 26, 2014
- Public Hearing on Tuesday evening November 25, 2014
- All public comments and report corrections will be included in the final CAPER
- CAPER will be submitted to HUD by November 26, 2014.
- Final CAPER will be available on the City's website located at www.olympiawa.gov
- A paper copy is available from Olympia's CDBG Program at (360) 753-8314 or listed staff

CDBG Strategic Goals

The City identified five goals to pursue with CDBG funding during the current five-year "CDBG Consolidated Plan" period as follows:

- **Economic Development** (*Highest priority*)
- **Housing Rehabilitation**
- **Land Acquisition**
- **Public Services**
- **Public Facilities**

While economic development was identified as the highest priority in the current Five-Year Consolidated Plan, activities in the other four identified strategy areas are also eligible. Additionally, the Council could add other CDBG-eligible strategic goals based on current conditions not anticipated at the time of the Five-Year Consolidated Plan development.



The Capital Recovery Center's Downtown Ambassador Program provides street outreach, service referrals and other assistance to street-dependent people. 2013 CDBG Funding: \$7,743 Total Contract: \$25,650

Program Year 2013 Action Plan

The City planned the following activities during the program year (9/1/13 – 8/31/14). Be advised that most activities were completed during the program year while others are multi-year projects:

Recipient	Project/ Activity	Outcomes	Strategic Goal(s) Met	HUD CDBG Objective(s) Met	2013 Amount
CDBG Annual Grant Funded Projects					
Panza	Quixote Village	Community Center 30 formerly homeless people	Public facilities and infrastructure / Community	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$55,000
Community Youth Services	Rosie's Drop-In Young Adult Center	45 youth drop-in center clients daily; 10 shelter beds providing 3,650 bed nights	Public facilities and infrastructure / Homeless continuum of care	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$144,000
Family Support Center	Smith Building Family Shelter and Affordable Housing Project	6 homeless families sheltered; 7 families housed, 60 people total	Public facilities and infrastructure / Affordable housing	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$158,000
Panza	Quixote Village Social Services	Social services for up to 30 formerly homeless people	Homeless continuum of care	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$40,500
Community Youth Services	Transitional Housing for Youth	55 youth housed in 15 housing units annually	Social Services/ Homeless continuum of care	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$10,000
Out of the Woods	Family Shelter	Shelter for up to 48 family members providing 2,190 bed nights annually	Social Services	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$12,000
Together!	Evergreen Villages Youth Program	40 to 50 youth daily; 60 to 70 adults 2x monthly	Social Services / Homeless continuum of care	Benefit to low- and moderate-income persons (LMA)	\$13,627
Enterprise for Equity	Microenterprise Training	9 to 12 entrepreneurs trained; 25 to 28 businesses assisted	Economic development programs	Benefit to low- and moderate-income persons Micro Enterprises (LMAMC)	\$25,500
City of Olympia	Isthmus Park	Two derelict buildings demolished	Public facilities and infrastructure	Elimination of spot slum and blight, spot basis (SBS)	\$450,000*
Capital Recovery Center	Ambassador Program	Expand staff to allow up to 150 citizen contacts	Social Services/ Homeless Continuum of Care	Benefit to low- and moderate-income persons Limited Clientele (LMC)	\$25,650
City of Olympia	General Administration Activity Delivery Costs				\$60,000 \$65,000
(\$568,627 without Isthmus Project)				Olympia CDBG Sub-Total: \$1,018,627*	
Section 108 Loan Projects					
City of Olympia	Downtown Safety Improvements	Installation of alleyway lighting; ADA access and sidewalk improvements	Public facilities and infrastructure	Benefit to low- and moderate-income persons (LMA)	\$325,000
Olympia Section 108 Loan Subtotal: \$325,000					

*Funds for the Isthmus Park project will only be made available upon receipt of additional program income.

*Contingency use of any additional program income received

Program Year 2013 Accomplishments

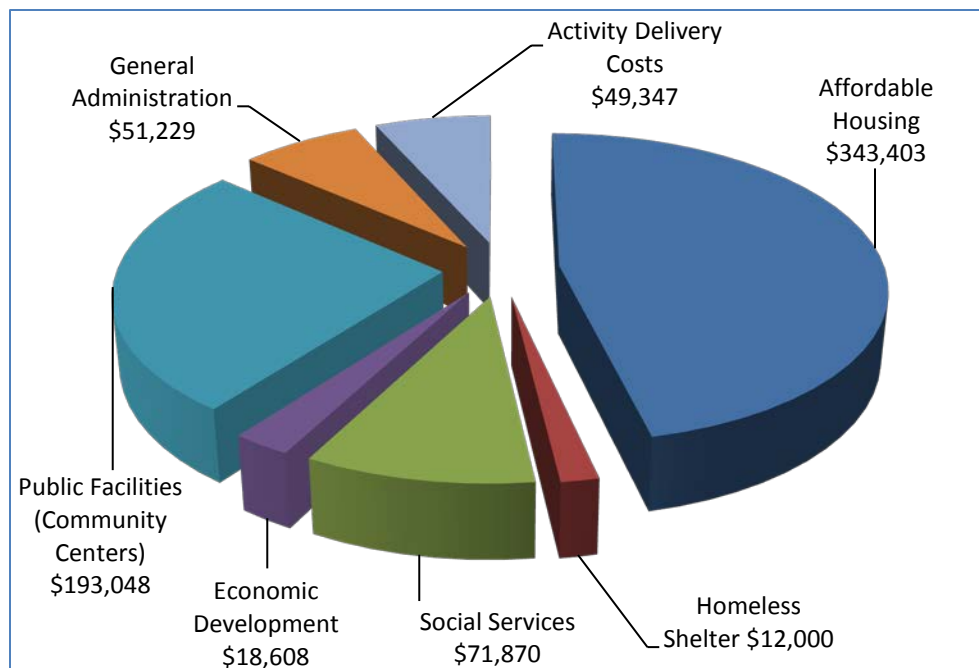
The chart below presents an overview of funded activities and what got completed this program year:

CDBG Activity Category	Project / IDIS Activity ID	# Assisted and/or Units	Proposed PY 2013 Award	Amount Expended
Administration/Planning	General Administration (Activity 171) General Administration –		\$60,000	\$51,229
Activity Delivery Costs	Activity delivery costs (separate from general administration)		\$50,000	\$49,347
Economic Development	Micro-Enterprise Training	<i>8 low income entrepreneurs assisted</i>	\$25,500	\$18,608
Public Facilities Community Centers	Develop community centers serving low and moderate income people	<i>2 community centers completed</i>	\$199,000	\$193,048
Social Services – Non-homeless	Social services for a variety of low/moderate income people	<i>1,818 people assisted</i>	\$89,777	\$71,870
Social Services – Homeless	Social services in a shelter setting for homeless people	<i>52 Family members sheltered (2,136 bed nights)</i>	\$12,000	\$12,000
Housing Rehabilitation (Conversion of former office building to new housing units)	To develop the Smith Building into an emergency shelter for homeless families with children (Activity 173)	<i>7 Units of housing completed</i>	\$158,000	\$343,403
PY 2013 TOTAL PROGRAM EXPENDITURES				\$739,505

Expenditures

The following chart shows the percentage of PY 20123 CDBG expenditures by activity:

Expenditures by Activity Type



Resources

Projects funded with Olympia’s CDBG monies also receive funding from other sources. This ensures that federal CDBG funds are “leveraged” or matched with these other fund sources to meet the needs in our community. This chart shows how the City of Olympia leveraged \$739,505 in federal CDBG funds with additional monies as shown. The dollar amount in the far right column shows the leverage or match per CDBG dollar. Overall, for every CDBG dollar, an additional \$4.49 was leveraged as shown below:

Fund Source	Fund Amount	Percentage Total Funds	Leverage per CDBG Dollar
Federal: CDBG and Program Income	\$739,505	18%	
Local: City of Olympia Funds	\$81,907	2%	\$.11
Local: HHSC Funds	\$221,000	5%	\$.30
Private Funding	\$1,271,397	31%	\$1.72
Other Federal Funds	\$707,611	17%	\$.96
County Funds	\$520,500	13%	\$.70
State Funds	\$514,833	13%	\$.70
TOTAL		100%	\$4.49

Leverage Accomplishes More for Less

Community Youth Services undertook a capital project to convert a former office building into an innovative facility that combines a youth drop-in center, an emergency shelter for young adults ages 18-26, and an alternative high school program to assist youth in completing their secondary education. Funds sources:

- \$144,000 – Federal CDBG**
- \$110,000 - County**
- \$116,600 - Private**
- \$ 54,400 – CYS Funds**
- \$425,000 – TOTAL RENOVATION COSTS**



Community Youth Services Youth Center: Ribbon cutting at CYS “Brighter Futures Youth Center” brings together CYS Board President John Skeen, Executive Director Charles Shelan, Deputy Director Derek Harris, Program Manager Keylee Marineau and program participants to dedicate an innovative new youth facility. **2013 Funding: \$144,000**

New CDBG Fund Source: Section 108 Loan Program

In Program Year 2013, the City secured federal CDBG Section 108 Funds in the amount of \$325,000 to support a public safety project in the downtown core. Section 108 loan funds provide communities with a source of financing for economic development, housing rehabilitation, public facilities, and large-scale physical development projects. Section 108 offers a powerful investment tool for local governments. It allows them to transform a small portion of their CDBG funds into federally guaranteed loans large enough to pursue physical and economic revitalization projects that can renew entire neighborhoods. Such public investment is often needed to inspire private economic activity, providing the initial resources or simply the confidence that private firms and individuals may need to invest in distressed areas. Section 108 loans are not risk-free; however, local governments borrowing funds guaranteed by Section 108 must pledge their current and future CDBG allocations to cover the loan amount as security for the loan.



Alley Lighting Project

Part of the funding will be utilized to install alley lighting to make these public right-of-ways more accessible and safer. Specific alleys to be lighted were identified by examining crime data, frequency of use, and other data to prioritize funds for the highest need. The planning phase for this project was begun during Program Year 2013.

Alley lighting is part of a public facilities strategy to create a more suitable environment for economic development.

ADA Sidewalk Improvements

The balance of the funds will be utilized to make “ADA” or accessibility sidewalk improvements to install curb cuts to key sidewalk areas to improve pedestrian safety and access.

Often termed, “wheelchair accessibility” curb cuts make our downtown more accessible for a wide variety of pedestrians and improve overall safety.



FOR MORE INFORMATION: Anna Schlecht: (360) 753-7469, aschlech@ci.olympia.wa.us
To read the full CAPER online: olympiawa.gov/city-services/housing-social-service.aspx



City of Olympia

Community Development Block Grant (CDBG) Consolidated Annual Performance and Evaluation Report Program Year 2013 September 1, 2013 – August 31, 2014 First Year of a Five-Year Consolidated Plan

Report prepared for the
U.S. Department of Housing and Community Development (HUD)



Quixote Village Community Center provides a central kitchen and service center for 30 formerly homeless residents of Olympia's "tiny house" homeless housing project, configured as cottages surrounding the center. 2013 CDBG Funding: \$55,000

City of Olympia, Washington

DRAFT November 2014

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CR-05 - Goals and Outcomes

Progress the jurisdiction has made in carrying out its strategic plan and its action plan. 91.520(a)

This could be an overview that includes major initiatives and highlights that were proposed and executed throughout the program year.

The City undertook a number of initiatives to focus on downtown Olympia, with varying levels of completion during this program year. Several projects that were completed included the Family Support Center's Smith Building Housing project (now known as Pear Blossom Place), offering housing for up to 60 formerly homeless family members; the Quixote Village Community Center; and the Community Youth Services Rosie's Shelter for young adults. Also completed were a number of public service projects, including the CYS Transitional Housing social services program; the Together youth drop-in center; the CYS Rosie's Place youth drop-in center; the Out of the Woods homeless family shelter; and the Downtown Ambassador Program's street outreach program. Less successful were the City's efforts in Economic Development, with the Enterprise for Equity business training program being completed, but with no progress on the Isthmus Park project to eliminate slum and blight.

Comparison of the proposed versus actual outcomes for each outcome measure submitted with the consolidated plan and explain, if applicable, why progress was not made toward meeting goals and objectives. 91.520(g)

Categories, priority levels, funding sources and amounts, outcomes/objectives, goal outcome indicators, units of measure, targets, actual outcomes/outputs, and percentage completed for each of the grantee's program year goals.

Goal	Category	Source/ Amount	Indicator	Unit of Measure	Expected- Strategic Plan	Actual- Strategic Plan	Percent Completed	Expected- Program Year	Actual- Program Year	Percent Completed
Affordable Housing	Affordable Housing		Rental units rehabilitated	Household Housing Unit	50	7	14.00%		0	
Affordable Housing	Affordable Housing		Homeowner Housing Rehabilitated	Household Housing Unit	10	0	0.00%		0	
Affordable Housing	Affordable Housing		Overnight/ Emergency Shelter/Transit ional Housing Beds added	Beds		0		40	40	100.00%

Goal	Category	Source/ Amount	Indicator	Unit of Measure	Expected- Strategic Plan	Actual- Strategic Plan	Percent Completed	Expected- Program Year	Actual- Program Year	Percent Completed
Economic Development	Non-Housing Community Development		Public service activities other than Low/ Moderate Income Housing Benefit	Persons Assisted		0		12	0	0.00%
Economic Development	Non-Housing Community Development		Businesses assisted	Businesses Assisted	125	8	6.40%	28	8	28.57%
Homeless Continuum of Care	Homeless		Homeless Person Overnight Shelter	Persons Assisted	2100	0	0.00%	75	0	0.00%
Homeless Continuum of Care	Homeless		Overnight/ Emergency Shelter/ Transitional Housing Beds added	Beds	30	40	133.33%		0	
Homeless Continuum of Care	Homeless		Homelessness Prevention	Persons Assisted	600	0	0.00%		0	
Homeless Continuum of Care	Homeless		Housing for Homeless added	Household Housing Unit	150	7	4.67%	30	7	23.33%
Land Acquisition	Non-Housing Community Development									
Public Facilities and Infrastructure	Non-Housing Community Development		Buildings Demolished	Buildings	2	0	0.00%	2	0	0.00%

Goal	Category	Source/ Amount	Indicator	Unit of Measure	Expected- Strategic Plan	Actual- Strategic Plan	Percent Completed	Expected- Program Year	Actual- Program Year	Percent Completed
Public Facilities and Infrastructure	Non-Housing Community Development		Community Centers	Buildings	2	2	100.00%	2	2	100.00%
Public Services	Non- Homeless Special Needs		Public service activities other than Low/ Moderate Income Housing Benefit	Persons Assisted	700	1818	259.71%	200	1818	909.00%

Table 1 - Accomplishments – Program Year & Strategic Plan to Date

Assess how the jurisdiction’s use of funds, particularly CDBG, addresses the priorities and specific objectives identified in the plan, giving special attention to the highest priority activities identified.

The Five Year Consolidated Plan identified five priorities for the 2013-2017 Consolidated Planning period including, public facilities (both public infrastructure and facilities such as community centers); affordable housing; public services (also known as social services); and economic development. Economic development was identified as the highest priority over the five-year period, with Program Year (PY) 2013 functioning as a transition year that emphasized public services.

In PY 2013, the City's activities emphasized direct social services (Quixote Village services, Community Youth Services transitional housing for youth, Evergreen Villages youth center, and the Ambassador Program Street Outreach services). The City also funded two public facility projects with the construction of the Quixote Village community center and Rosie's Place community center. The City addressed the affordable housing priority with the Family Support Center's housing project. Additional activities addressed economic development with the Enterprise for Equity Microenterprise Business Training Program.

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CR-10 - Racial and Ethnic composition of families assisted

Describe the families assisted (including the racial and ethnic status of families assisted).

91.520(a)

	CDBG	HOME	HOPWA
White	1278	0	0
Black or African American	336	0	0
Asian	66	0	0
American Indian or American Native	42	0	0
Native Hawaiian or Other Pacific Islander	10	0	0
Other Mult8-racial	101		
Hispanic	46	0	0
Not Hispanic	1787	0	0
Total	1833	0	0

Table 2 – Table of assistance to racial and ethnic populations by source of funds

Narrative

The data shows that the City funds a number of public services that provide key assistance to a diverse range of beneficiaries. Of 1,833 total beneficiaries, 1278 or 70% were White; 46 or 3% were Hispanic; 336 or 18% were African American; 66 or 4% were Asian; and 42 or 2% were American Indian or Alaskan Native. These statistics signify that CDBG funds benefitted a higher percentage of Olympia's minority population, which is documented by Thurston Regional Planning as follows: 84% White, 2% African American, 1% American Indian, and 6% Asian.

CR-15 - Resources and Investments 91.520(a)

Identify the resources made available

Source of Funds	Source	Expected Amount Available	Actual Amount Expended Program Year X
CDBG		\$2,030,048	\$739,505

Table 3 – Resources Made Available

Narrative

The City invested **\$739,505 of its available CDBG funds**. The City additionally submitted an application for a CDBG Section 108 Loan Guarantee for \$325,000 in downtown infrastructure projects that will support economic development.

Identify the geographic distribution and location of investments

Narrative

The majority of the City's CDBG funded activities were clustered in the urban hub areas of downtown and the adjacent neighborhoods. Some additional activities were carried out in the southeast and northwest neighborhoods.

Leveraging

Explain how federal funds leveraged additional resources (private, state and local funds), including a description of how matching requirements were satisfied, as well as how any publicly owned land or property located within the jurisdiction that were used to address the needs identified in the plan.

The City successfully leveraged \$3,172,248 in additional funds, or 4.29 times the CDBG amount of \$739,505, which included \$520,500 in HOME funding; \$707,611 in other federal funding; \$1,148,821 in state and local funding; and the remaining \$795,316 in private funds.

CR-20 - Affordable Housing 91.520(b)

Evaluation of the jurisdiction's progress in providing affordable housing, including the number and types of families served, the number of extremely low-income, low-income, moderate-income, and middle-income persons served.

	One-Year Goal	Actual
Number of homeless households to be provided affordable housing units		7
Number of non-homeless households to be provided affordable housing units		
Number of special-needs households to be provided affordable housing units		
Total		7

Table 4 – Number of Households

	One-Year Goal	Actual
Number of households supported through rental assistance		
Number of households supported through the production of new units		
Number of households supported through the rehab of existing units	7	7
Number of households supported through the acquisition of existing units		
Total	7	7

Table 5 – Number of Households Supported

Discuss the difference between goals and outcomes and problems encountered in meeting these goals.

The City's five-year goal of 50 total new units of affordable housing breaks down to an average of 10 new units of housing each year of the Consolidated Planning period. The City's first year accomplishments included 7 units of new housing with supportive services. The high cost of new housing units reduced the total number of housing units.

Discuss how these outcomes will impact future annual action plans.

The City's priority on economic development may not achieve the affordable housing goals. However, the City works through the County HOME Consortium to fund the development of new affordable housing and rental subsidies that expand housing resources.

Include the number of extremely low-income, low-income, and moderate-income persons served by each activity where information on income by family size is required to determine the eligibility of the activity.

Number of Persons Served	CDBG Actual	HOME Actual
Extremely Low-income	7	0
Low-income	0	0
Moderate-income	0	0
Total	7	0

Table 6 – Number of Persons Served

Narrative Information

Funding for the Family Support Center's housing project will provide housing for up to 32 formerly homeless family members in seven (7) households, thereby benefiting some of the lowest income families in Olympia.

CR-25 - Homeless and Other Special Needs 91.220(d, e); 91.320(d, e); 91.520(c)

Evaluate the jurisdiction's progress in meeting its specific objectives for reducing and ending homelessness through:

Reaching out to homeless persons (especially unsheltered persons) and assessing their individual needs

The City funded several innovative programs to reach homeless individuals and families, including the Downtown Ambassador's street outreach program and Rosie's Place drop-in center. Additionally, the City coordinates the annual Homeless Census on behalf of the Thurston County HOME Consortium.

Addressing the emergency shelter and transitional housing needs of homeless persons

The City funded several shelter and transitional housing programs including the Out of the Woods family shelter for up to 12 family members, and through a capital project, the City supported the construction of the new Community Youth Services youth shelter. The City provided key funding for the CYS transitional housing for young adults and their dependent children.

Helping low-income individuals and families avoid becoming homeless, especially extremely low-income individuals and families and those who are: likely to become homeless after being discharged from publicly funded institutions and systems of care (such as health care facilities, mental health facilities, foster care and other youth facilities, and corrections programs and institutions); and, receiving assistance from public or private agencies that address housing, health, social services, employment, education, or youth needs

Homeless prevention is a key goal of most social services by mitigating factors that contribute toward homelessness. The Community Youth Services Transitional Housing Program in particular provides a variety of services that promote independence and reduces the risk of participants sliding back toward homelessness.

Helping homeless persons (especially chronically homeless individuals and families, families with children, veterans and their families, and unaccompanied youth) make the transition to permanent housing and independent living, including shortening the period of time that individuals and families experience homelessness, facilitating access for homeless individuals and families to affordable housing units, and preventing individuals and families who were recently homeless from becoming homeless again.

Two activities funded this year were intended to help stabilize individuals and families with housing and supportive services. The Family Support Center program provides permanent housing with wraparound services to help families work toward independence. The Community Youth Services Transitional Housing Program helps young adults with dependent children stabilize their lives and work toward independence. Other activities that provided social services offered a variety of assistance that mitigated the factors that contributed toward homelessness.

CR-30 - Public Housing 91.220(h); 91.320(j)

Actions taken to address the needs of public housing

The City of Olympia made no investments into public housing projects. The only public housing in Olympia is the Casa Madrona Apartments, which are owned and operated by the Seattle Housing Authority.

Actions taken to encourage public housing residents to become more involved in management and participate in homeownership

No actions were taken to encourage public housing residents to become more involved in the management of their rental properties or to participate in home ownership programs.

Actions taken to provide assistance to troubled PHAs

There are no troubled PHAs in Olympia. The Housing Authority of Thurston County is a strong and highly effective housing provider.

CR-35 - Other Actions 91.220(j)-(k); 91.320(i)-(j)

Actions taken to remove or ameliorate the negative effects of public policies that serve as barriers to affordable housing such as land use controls, tax policies affecting land, zoning ordinances, building codes, fees and charges, growth limitations, and policies affecting the return on residential investment. 91.220 (j); 91.320 (i)

The City participated in a variety of interjurisdictional efforts to address public policies that create barriers to affordable housing. These efforts included direct participation in developing the Thurston Regional Planning Commission's "Sustainable Thurston" plan's Affordable Housing element. It also included the City's participation on a statewide effort to update the Affordable Housing element of the Washington State Growth Management Act (GMA). Additionally, the City continued to strengthen the affordable housing elements of the City's Comprehensive Plan.

Actions taken to address obstacles to meeting underserved needs. 91.220(k); 91.320(j)

The City works with the HOME Consortium and the interjurisdictional Community Investment Program to allocate other federal, state, and local funding for programs that benefit low and moderate income people. The City also works with other jurisdictions and nonprofit organizations to ensure linkage between social services, housing, and shelter resources. The City continues to utilize city general fund monies to support homeowner emergency repair projects.

Actions taken to reduce lead-based paint hazards. 91.220(k); 91.320(j)

The Five Year Consolidated Plan strategy prioritizes economic development, with minimal residential activity. The City uses local monies for emergency repairs and includes information on lead paint hazard reduction. The City of Olympia continues to provide general information on lead-based paint hazard reduction for property owners rehabilitating their residential properties, lead workers, and community residents. The City coordinates with the local Housing Authority to implement a regional Lead-Based Paint Hazard Reduction Plan. They also distribute lead paint hazard information and referrals to other local and state-funded testing and lead hazard remediation services.

Actions taken to reduce the number of poverty-level families. 91.220(k); 91.320(j)

The City allocated \$73,834 of City of Olympia funding through an interjurisdictional funding body called the Community Investment Partnership (CIP) for social service agencies that provide services to persons living below the poverty level. The CIP provided a total of \$593,030 in countywide funds for these services. Services include the Catholic Community Services Community Kitchen and senior citizens chore services; Drexel House shelter and transitional housing; Choice Regional Health Network services; Community Youth Services transitional housing, job training and support services, and youth drop-in center; Haven House shelter program; the Crisis Clinic emergency counseling program and provider training; the Family Support Center's homeless family services and emergency overflow shelter program; the Olympia Free Clinic healthcare program; the SafePlace children's program; Senior Services of South Sound's nutrition and adult day programs; and the Thurston County Food Bank's satellite/mobile food bank system.

Actions taken to develop institutional structure. 91.220(k); 91.320(j)

The City works with the County Homeless Coordinator to facilitate the County's Continuum of Care for those who are homeless, which is managed with an open, participatory citizen process led by the Thurston County HOME Citizens Advisory Committee (HCAC) and the Housing Task Force (HTF). This committee consists of social service providers, homeless persons, community residents, and homeless service providers. The process undertaken by the committee maintains a standard of increased public involvement in developing the application for McKinney funding.

Actions taken to enhance coordination between public and private housing and social service agencies. 91.220(k); 91.320(j)

The City supports the County HOME Citizens Advisory Committee (HCAC) whose membership includes nonprofit and business representatives for the express purpose of better coordination of public, nonprofit, and private sector resources that benefit low and moderate income people.

Identify actions taken to overcome the effects of any impediments identified in the jurisdictions analysis of impediments to fair housing choice. 91.520(a)

The City is working with Thurston County to conduct a 2015 Analysis of Impediments (AI) to Fair Housing. This will update the 2006 AI report, which identified the following impediments:

- **Housing Discrimination:** Housing discrimination primarily affects persons of color, immigrants, the disabled, and families with children. Fair housing testing conducted in 2006 indicated instances of differential treatment against people of color, while complaint data at the federal, state, and local level indicated that persons with disabilities and families with children have been directly impacted by discriminatory conduct in Olympia's housing markets.
- **Discriminatory Lending Practices:** The 2006 analysis of Olympia-area home mortgage lending data showed that lending institutions denied more loans to African Americans and Hispanics. National lending research indicates that minorities are more likely to encounter predatory lending practices when security home mortgage financing.
- **Need for Education:** Although public comment indicates that the public is aware of discrimination occurring in the housing market, the public at large has limited knowledge of protected classes, fair housing laws, and the resources available to them.

Fair Housing Actions in Response

The City has undertaken the following actions to promote fair housing choice

- **Fair Housing Education:** The City partnered with the Human Rights Commission to offer one training in conjunction with the Multi-Family Crime-Free Housing Training on March 20, 2014, which provided fair housing information to the owners and property managers of multi-family housing complexes.
- **Fair Housing Outreach:** The City offers its housing rehabilitation flyers in Vietnamese, Cambodian, and Spanish, which is made available to over 30 social service agencies.

- **Fair Housing Enforcement:** The City takes the following actions to support enforcement:
 - The City has a web page that provides fair housing information with referrals to the State Human Rights Commission's Fair Housing Unit.
 - The City has a 24-hour automated information phone line (City Line) with Fair Housing protection information and housing complaint messages (1.360.753.4444, Ext. 3420 and 3440).
 - The City places "Fair Housing" clauses in all its contracts with rental owners.

- **Planning for Fair Share Affordable Housing:** The City participates in regional planning and other public processes regarding the allocation of "Fair Share Affordable Housing" targets to encourage increased supply and geographic distribution of affordable housing.

CR-40 - Monitoring 91.220 and 91.230

Description of the standards and procedures used to monitor activities carried out in furtherance of the plan and used to ensure long-term compliance with requirements of the programs involved, including minority business outreach and the comprehensive planning requirements

The City conducted a comprehensive monitoring of all subrecipient activities, including desk audits and site visits with subsequent written reports. Results showed that all recipients were in full compliance with all applicable CDBG and other rules, regulations and laws.

Citizen Participation Plan 91.105(d); 91.115(d)

Description of the efforts to provide citizens with reasonable notice and an opportunity to comment on performance reports.

The City directly emailed copies of the draft CAPER, along with a more reader-friendly version for citizens to review and comment on the City's accomplishments. The public hearing notice was published and sent out via email to stakeholders. Additionally, paper copies were made available in a number of public locations and numerous announcements were made in public meetings involving stakeholders in the CDBG Program.

CR-45 - CDBG 91.520(c)

Specify the nature of, and reasons for, any changes in the jurisdiction's program objectives and indications of how the jurisdiction would change its programs as a result of its experiences.

The City added the Downtown Ambassador street outreach program to expand outreach services and referrals to homeless and mentally ill street-dependent people.

The City submitted an application for additional resources through the CDBG Section 108 Loan Guarantee Program in the amount of \$325,000 on January 8, 2014.

Pursuant to the City letter dated July 28, 2014, the City's CDBG certification period was expanded from one year to three years. The intention to make this change was communicated to stakeholders via the City's public process.

Does this Jurisdiction have any open Brownfields Economic Development Initiative (BEDI) grants?

No

[BEDI grantees] Describe accomplishments and program outcomes during the last year.

N/A



PART I: SUMMARY OF CDBG RESOURCES

01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	511,625.10
02 ENTITLEMENT GRANT	357,512.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	140,999.84
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 RETURNS	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	5,568.24
08 TOTAL AVAILABLE (SUM, LINES 01-07)	1,015,705.18

PART II: SUMMARY OF CDBG EXPENDITURES

09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	688,275.44
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	688,275.44
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	51,229.22
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	0.00
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	739,504.66
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	276,200.52

PART III: LOWMOD BENEFIT THIS REPORTING PERIOD

17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	343,403.44
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	344,872.00
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	688,275.44
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	100.00%

LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS

23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: 2013 PY: 2014 PY: 2015
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	688,275.44
25 CUMULATIVE EXPENDITURES BENEFITING LOW/MOD PERSONS	688,275.44
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	100.00%

PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS

27 DISBURSED IN IDIS FOR PUBLIC SERVICES	83,870.00
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	83,870.00
32 ENTITLEMENT GRANT	357,512.00
33 PRIOR YEAR PROGRAM INCOME	43,701.35
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	157,920.40
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	559,133.75
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	15.00%

PART V: PLANNING AND ADMINISTRATION (PA) CAP

37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	51,229.22
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	8,652.91
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 +LINE 40)	59,882.13
42 ENTITLEMENT GRANT	357,512.00
43 CURRENT YEAR PROGRAM INCOME	140,999.84
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	5,568.24
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	504,080.08
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	11.88%



U.S. Department of Housing and Urban Development
 Office of Community Planning and Development
 Integrated Disbursement and Information System
 CDBG Activity Summary Report (GPR) for Program Year 2013
 Olympia

Date: 30-Oct-2014
 Time: 11:29
 Page: 1

PGM Year: 2012
Project: 0003 - Family Support Center Emergency Shelter
IDIS Activity: 173 - Family Support Center Emergency Shelter

Status: Open
Location: 837 7th Ave SE Olympia, WA 98501-1508
Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Rehab; Multi-Unit Residential (14B) **National Objective:** LMH

Initial Funding Date: 03/05/2013

Description:
 Shelter to accommodate 6 homeless families, 7 formerly homeless families and 60 total people assisted.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$524,192.00	\$304,963.68	\$524,192.00
		PI	\$38,461.00	\$38,439.76	\$38,439.76
Total			\$562,653.00	\$343,403.44	\$562,631.76

Proposed Accomplishments

Housing Units : 7

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	3	1	3	1	0	0
Black/African American:	0	0	2	0	2	0	0	0
Asian:	0	0	1	0	1	0	0	0
American Indian/Alaskan Native:	0	0	1	0	1	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	7	1	7	1	0	0

Female-headed Households: 0 6 6

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	7	7	0

Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	7	7	0
Percent Low/Mod		100.0%	100.0%	

Annual Accomplishments

Years	Accomplishment Narrative	# Benefiting
2012	Project commenced in spring 2013. Initial expenses included loan closing costs, hearing examiner fees, environmental cleanup costs, and permits and	
2013	Completed in 2014, the project included 7 permanent housing units and 6 shelter bed units for homeless families.	

PGM Year: 2012
Project: 0004 - Family Support Center Social Services
IDIS Activity: 174 - FSC-Pear Blossom Place Social Services

Status: Open **Objective:** Create suitable living environments
Location: 837 7th Ave SE Olympia, WA 98501-1508 **Outcome:** Availability/accessibility
Matrix Code: Operating Costs of Homeless/AIDS **National Objective:** LMC

Initial Funding Date: 03/05/2013

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$45,847.00	\$0.00	\$0.00
Total			\$45,847.00	\$0.00	\$0.00

Proposed Accomplishments

People (General) : 60

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	0	0
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	0	0

Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2012	This is the social services portion of the Family Support Center emergency shelter. The shelter project (Activity #173) has not been completed at this	
2013	The emergency shelter rehabilitation project (Activity #173) was completed in July 2014. The social services program was not in place by the end of program year 2013. Services will be provided for shelter tenants during program year 2014 (September 1, 2014-August 31, 2015).	

PGM Year: 2013
Project: 0019 - PY2013 General Administration and Planning
IDIS Activity: 177 - PY2013 General Administration and Planning

Status: Open **Objective:**
Location: , **Outcome:**
Matrix Code: General Program Administration (21A) **National Objective:**

Initial Funding Date: 10/14/2013

Description:

Provide overall general administration for Program Year 2013.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$53,684.93	\$44,914.15	\$53,567.06
		PI	\$6,315.07	\$6,315.07	\$6,315.07
Total			\$60,000.00	\$51,229.22	\$59,882.13

Proposed Accomplishments

Actual Accomplishments

Number assisted:	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		

Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	0
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	0
Percent Low/Mod				

PGM Year: 2013
Project: 0008 - Microenterprise Training
IDIS Activity: 180 - Enterprise for Equity microenterprise training

Status: Open Objective: Create economic opportunities
 Location: 212 Union Ave SE Olympia, WA 98501-1302 Outcome: Sustainability
 Matrix Code: Micro-Enterprise Assistance (18C) National Objective: LMC

Initial Funding Date: 11/13/2013

Description:

Microenterprise training; 7 to 10 entrepreneurs trained; 25 to 28 existing businesses assisted.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$24,717.84	\$17,825.55	\$24,717.64
		PI	\$782.16	\$782.16	\$782.16
Total			\$25,500.00	\$18,607.71	\$25,499.80

Proposed Accomplishments

People (General) : 10

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	7	1
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	8	1

Female-headed Households: 0 0 0

American Indian/Alaskan Native:	0	0	0	0	0	0	1	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	31	2

Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	31
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	31
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2013	Project completed in 2013. Project included remodeling of a two-floor 7,000 square foot building located on 520 Pear Street SE, Olympia, specifically to serve the needs of homeless youth and young adults in Thurston County. The "Shelter from the Storm" Project will relocate Rosie's Place drop-in and resource center for youth ages 12 to 24. Rosie's Place will serve 45 youth drop-in center clients daily along with 10 shelter beds providing 3,650 bed nights annually.	

PGM Year: 2013
Project: 0004 - Quixote Village Social Services
IDIS Activity: 183 - Quixote Village Social Services

Status: Open Objective: Create suitable living environments
Location: 3350 Mottman Rd SW Tumwater, WA 98512-8244 Outcome: Availability/accessibility
Matrix Code: Operating Costs of Homeless/AIDS National Objective: LMC

Initial Funding Date: 11/13/2013

Description:
Social services for up to 30 formerly homeless people.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$12,338.65	\$12,338.65	\$12,338.65
		PI	\$28,161.35	\$28,161.35	\$28,161.35
Total			\$40,500.00	\$40,500.00	\$40,500.00

Proposed Accomplishments

People (General) : 30

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	24	1
Black/African American:	0	0	0	0	0	0	0	0
Asian:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native:	0	0	0	0	0	0	3	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	1	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	1	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	30	1
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	30
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	30
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2013	Social Services for up to 30 formerly homeless people. Oct 2014: 29 people served; Nov 2014: 29 people served; Dec 2013: 30 people served; Jan 2014: 30 people served; Feb 2014: 30 people served; March 2014: 30 people served; April 2014: 30 people served; May 2014: 30 people served; June 2014: 30 people served; July/August 2014: 30 people served.	

PGM Year: 2013
Project: 0005 - Transitional Housing for Youth
IDIS Activity: 184 - Community Youth Services Transitional Housing for Youth

Status: Open Objective: Create suitable living environments
 Location: 711 State Ave NE Olympia, WA 98506-3984 Outcome: Availability/accessibility
 Matrix Code: Youth Services (05D) National Objective: LMC

Initial Funding Date: 11/13/2013

Description:

55 youth housed in 15 housing units annually.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$2,500.00	\$2,500.00	\$2,500.00
		PI	\$7,500.00	\$7,500.00	\$7,500.00
Total			\$10,000.00	\$10,000.00	\$10,000.00

Proposed Accomplishments

People (General) : 55

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	37	3
Black/African American:	0	0	0	0	0	0	5	0
Asian:	0	0	0	0	0	0	2	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	1	0
Asian White:	0	0	0	0	0	0	1	0
Black/African American & White:	0	0	0	0	0	0	1	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	47	3
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	47
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	47
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2013	CYS is a comprehensive program that transitions homeless and at-risk young adults, ages 18-24, to interdependence by providing safe and stable housing, intensive case management, and support services. Sept-Dec 2013: Provided housing and services for 42 participants and 19 children; Jan-March 2014: Provided housing and services for 33 participants and 14 children; April-July 2014: Provided housing and services to 47 participants and 21 children.	

PGM Year: 2013
Project: 0006 - Family Shelter
IDIS Activity: 185 - Out of the Woods Family Shelter

Status: Open
 Location: 2300 East End Street NW Olympia, WA 98502

Objective: Create suitable living environments
 Outcome: Availability/accessibility
 Matrix Code: Operating Costs of Homeless/AIDS
 National Objective: LMC

Initial Funding Date: 11/13/2013

Description:

Shelter for up to 48 family members providing 2,190 bed nights annually.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		PI	\$12,000.00	\$12,000.00	\$12,000.00
Total			\$12,000.00	\$12,000.00	\$12,000.00

Proposed Accomplishments

People (General) : 48

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	25	3
Black/African American:	0	0	0	0	0	0	3	0
Asian:	0	0	0	0	0	0	4	0
American Indian/Alaskan Native:	0	0	0	0	0	0	5	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	8	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	7	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	52	3
Female-headed Households:	0		0		0			

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	52
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	52
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2013	Jan-March 2014: Provided 727 bednights for 25 individuals. Moved 2 families into permanent housing. April-June 2014: Provided 844 bednights for 17 individuals. Moved 4 families into permanent housing. July-Aug: Provided 478 bednights.	

PGM Year: 2013
Project: 0007 - Evergreen Villages Youth Program
IDIS Activity: 186 - Evergreen Villages Youth Program

Status: Open
Location: 418 Carpenter Rd SE Ste 203 Lacey, WA 98503-7905
Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Youth Services (05D) **National Objective:** LMC

Initial Funding Date: 11/13/2013

Description:
 40 to 50 youth drop in visitors daily; 60 to 70 adults drop in clients twice monthly.

Financing

Grant Year	Grant	Fund Type	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
Pre-2015		EN	\$9,115.22	\$9,115.22	\$9,115.22
		PI	\$4,511.78	\$4,511.78	\$4,511.78
Total			\$13,627.00	\$13,627.00	\$13,627.00

Proposed Accomplishments

People (General) : 50

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	16	0
Black/African American:	0	0	0	0	0	0	2	0
Asian:	0	0	0	0	0	0	25	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	2	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	25	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	70	0

Female-headed Households: 0 0 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low	0	0	0	70
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	70
Percent Low/Mod	100.0%			

	Owner	Renter	Total	Person
Extremely Low	0	0	0	1,588
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	1,588
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2013	April 2014: Provided contact services to 300 street-dependent/homeless people. May 2014: Provided services to 239 people. June 2014: Provided services to 217 people. July 2014: Provided services to 582 people. August 2014: Provided services to 249 people.	

Total Funded Amount: \$1,283,948.32
Total Drawn Thru Program Year: \$1,237,962.01
Total Drawn In Program Year: \$739,504.66

U.S. DEPARTMENT OF HOUSING AND URBAN
DEVELOPMENT
OFFICE OF COMMUNITY PLANNING AND DEVELOPMENT
PR06 - Summary of Consolidated Plan Projects for Report
Year

DATE: 10/30/2014
TIME: 11:34:23 AM
PAGE: 1/1

IDIS

Plan IDIS Year Project	Project Title and Description	Program	Project Estimate	Committed Amount	Amount Drawn Thru Report Year	Amount Available to Draw	Amount Drawn in Report Year	
2013 1	Quixote Village Housing	Cottage housing for up to 30 formerly homeless people.	CDBG	\$55,000.00	\$55,000.00	\$55,000.00	\$0.00	\$55,000.00
2	Rosie's Drop-In Young Adult Center	Drop-in center and homeless youth shelter.	CDBG	\$144,000.00	\$144,000.00	\$144,000.00	\$0.00	\$138,047.90
3	Smith Building Family Shelter and Affordable Housing Project	The Smith Building will be rehabilitated to provided emergency shelter for six families and permanent housing for seven formerly homeless families.	CDBG	\$158,000.00	\$0.00	\$0.00	\$0.00	\$0.00
4	Quixote Village Social Services	Social services for up to 30 formerly homeless people.	CDBG	\$40,500.00	\$40,500.00	\$40,500.00	\$0.00	\$40,500.00
5	Transitional Housing for Youth	Transitional housing for 55 youth housed in 15 housing units annually.	CDBG	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00	\$10,000.00
6	Family Shelter	Emergency family shelter.	CDBG	\$12,000.00	\$12,000.00	\$12,000.00	\$0.00	\$12,000.00
7	Evergreen Villages Youth Program	Drop-in youth and adult center.	CDBG	\$13,626.00	\$13,627.00	\$13,627.00	\$0.00	\$13,627.00
8	Microenterprise Training	Business training.	CDBG	\$25,500.00	\$25,500.00	\$25,499.80	\$0.20	\$18,607.71
9	Isthmus Park	Two derelict buildings demolished.	CDBG	\$450,000.00	\$0.00	\$0.00	\$0.00	\$0.00
10	Quixote Village Housing	Cottage housing for up to 30 formerly homeless people.	CDBG	\$55,000.00	\$0.00	\$0.00	\$0.00	\$0.00
11	Rosie's Drop-In Young Adult Center	Drop-in center and homeless youth shelter.	CDBG	\$144,000.00	\$0.00	\$0.00	\$0.00	\$0.00
12	Smith Building Family Shelter and Affordable Housing Project	The Smith Building, a vacant property formerly owned by the City of Olympia, will be rehabilitated to provide both permanent and transitional housing for homeless families.	CDBG	\$158,000.00	\$0.00	\$0.00	\$0.00	\$0.00
13	Quixote Village Social Services	Social services for up to 30 formerly homeless people.	CDBG	\$40,500.00	\$0.00	\$0.00	\$0.00	\$0.00
14	Transitional Housing for Youth	Community Youth Services will provide transitional housing for up to 55 youth in 15 housing units.	CDBG	\$10,000.00	\$0.00	\$0.00	\$0.00	\$0.00
15	Out of the Woods Family Shelter	The Out of the Woods Family Shelter will provide overnight shelter for up to 48 family members, or 2,190 bed nights annually.	CDBG	\$12,000.00	\$0.00	\$0.00	\$0.00	\$0.00
16	Evergreen Villages Youth Program	Together! will manage and staff the Evergreen Village Youth Program, which provides after school activities for 40 to 50 youth drop-in visitors daily, and between 60 and 70 adults drop-in clients twice monthly.	CDBG	\$13,626.00	\$0.00	\$0.00	\$0.00	\$0.00
17	Microenterprise Training	Enterprise for Equity will provide business training for nine to 12 low-income entrepreneurs, and assist 25 to 28 existing businesses.	CDBG	\$25,500.00	\$0.00	\$0.00	\$0.00	\$0.00
18	Isthmus Park	The City of Olympia will demolish two derelict buildings on land for a proposed public park. This project represents a contingency use of additional program income received. The amount includes a \$48,886 allocation by the Olympia City Council from new CDBG funds.	CDBG	\$450,000.00	\$0.00	\$0.00	\$0.00	\$0.00
19	PY2013 General Administration and Planning	PY 2013 general administration and planning charges.	CDBG	\$60,000.00	\$60,000.00	\$59,882.13	\$117.87	\$51,229.22
20	PY2013 Revolving Loan Program Delivery Admin Costs	Provide inspections, energy auditing, preparation of work specifications, project management, underwriting and processing, and other administrative tasks related directly to CDBG revolving loan/rehab projects.	CDBG	\$15,000.00	\$15,000.00	\$15,000.00	\$0.00	\$15,000.00
21	PY2013 Program Delivery Costs	Provide loan servicing, counseling, inspections, energy auditing, preparation of work specifications, project management, underwriting and processing.	CDBG	\$50,000.00	\$50,000.00	\$50,000.00	\$0.00	\$34,346.39
22	Enterprise for Equity	Microenterprise training; 7 to 10 entrepreneurs trained; 25 to 28 existing businesses assisted.	CDBG	\$25,500.00	\$0.00	\$0.00	\$0.00	\$0.00
23	Downtown Ambassador Program	Provide citizen contacts with up to 150 homeless and mentally ill persons.	CDBG	\$50,000.00	\$7,743.00	\$7,743.00	\$0.00	\$7,743.00



U.S. Department of Housing and Urban Development
 Office of Community Planning and Development
 Integrated Disbursement and Information System
 CDBG Summary of Accomplishments
 Program Year: 2013

DATE: 10-30-14
 TIME: 11:36
 PAGE: 1

Olympia

Count of CDBG Activities with Disbursements by Activity Group & Matrix Code

Activity Group	Activity Category	Underway Count	Underway Activities Disbursed	Completed Count	Completed Activities Disbursed	Program Year Count	Total Activities Disbursed
Economic Development	Micro-Enterprise Assistance (18C)	1	\$18,607.71	0	\$0.00	1	\$18,607.71
	Total Economic Development	1	\$18,607.71	0	\$0.00	1	\$18,607.71
Housing	Rehab; Multi-Unit Residential (14B)	1	\$343,403.44	1	\$0.00	2	\$343,403.44
	Rehabilitation Administration (14H)	2	\$49,346.39	2	\$0.00	4	\$49,346.39
	Total Housing	3	\$392,749.83	3	\$0.00	6	\$392,749.83
Public Facilities and Improvements	Public Facilities and Improvement (General) (03)	1	\$138,047.90	1	\$0.00	2	\$138,047.90
	Neighborhood Facilities (03E)	1	\$55,000.00	0	\$0.00	1	\$55,000.00
	Total Public Facilities and Improvements	2	\$193,047.90	1	\$0.00	3	\$193,047.90
Public Services	Operating Costs of Homeless/AIDS Patients Programs (03T)	3	\$52,500.00	0	\$0.00	3	\$52,500.00
	Public Services (General) (05)	1	\$7,743.00	0	\$0.00	1	\$7,743.00
	Youth Services (05D)	2	\$23,627.00	0	\$0.00	2	\$23,627.00
	Total Public Services	6	\$83,870.00	0	\$0.00	6	\$83,870.00
General Administration and Planning	General Program Administration (21A)	1	\$51,229.22	0	\$0.00	1	\$51,229.22
	Total General Administration and Planning	1	\$51,229.22	0	\$0.00	1	\$51,229.22
Grand Total		13	\$739,504.66	4	\$0.00	17	\$739,504.66



U.S. Department of Housing and Urban Development
 Office of Community Planning and Development
 Integrated Disbursement and Information System
 CDBG Summary of Accomplishments
 Program Year: 2013

DATE: 10-30-14
 TIME: 11:36
 PAGE: 2

Olympia

CDBG Sum of Actual Accomplishments by Activity Group and Accomplishment Type

Activity Group	Matrix Code	Accomplishment Type	Open Count	Completed Count	Program Year Totals
Economic Development	Micro-Enterprise Assistance (18C)	Persons	8	0	8
	Total Economic Development		8	0	8
Housing	Rehab; Multi-Unit Residential (14B)	Housing Units	7	0	7
	Rehabilitation Administration (14H)	Housing Units	0	0	0
	Total Housing		7	0	7
Public Facilities and Improvements	Public Facilities and Improvement (General) (03)	Persons	31	0	31
		Public Facilities	0	4,511	4,511
	Neighborhood Facilities (03E)	Public Facilities	0	0	0
	Total Public Facilities and Improvements		31	4,511	4,542
Public Services	Operating Costs of Homeless/AIDS Patients Programs (03T)	Persons	82	0	82
	Public Services (General) (05)	Persons	1,588	0	1,588
	Youth Services (05D)	Persons	117	0	117
	Total Public Services		1,787	0	1,787
Grand Total			1,833	4,511	6,344



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DATE: 10-30-14
 TIME: 11:36
 PAGE: 3

Olympia

CDBG Beneficiaries by Racial / Ethnic Category

Housing-Non Housing	Race	Total Persons	Total Hispanic		Total Hispanic Households
			Persons	Total Households	
Housing	White	0	0	3	1
	Black/African American	0	0	2	0
	Asian	0	0	1	0
	American Indian/Alaskan Native	0	0	1	0
	Total Housing	0	0	7	1
Non Housing	White	5,074	237	0	0
	Black/African American	463	0	0	0
	Asian	323	0	0	0
	American Indian/Alaskan Native	181	0	0	0
	Native Hawaiian/Other Pacific Islander	16	0	0	0
	American Indian/Alaskan Native & White	2	0	0	0
	Asian & White	26	0	0	0
	Black/African American & White	8	0	0	0
	Other multi-racial	244	0	0	0
	Total Non Housing	6,337	237	0	0
Grand Total	White	5,074	237	3	1
	Black/African American	463	0	2	0
	Asian	323	0	1	0
	American Indian/Alaskan Native	181	0	1	0
	Native Hawaiian/Other Pacific Islander	16	0	0	0
	American Indian/Alaskan Native & White	2	0	0	0
	Asian & White	26	0	0	0
	Black/African American & White	8	0	0	0
	Other multi-racial	244	0	0	0
	Total Grand Total	6,337	237	7	1



Olympia

CDBG Beneficiaries by Income Category

	Income Levels	Owner Occupied	Renter Occupied	Persons
Housing	Extremely Low (<=30%)	0	7	0
	Low (>30% and <=50%)	0	0	0
	Mod (>50% and <=80%)	0	0	0
	Total Low-Mod	0	7	0
	Non Low-Mod (>80%)	0	0	0
	Total Beneficiaries	0	7	0
Non Housing	Extremely Low (<=30%)	0	0	1,823
	Low (>30% and <=50%)	0	0	2
	Mod (>50% and <=80%)	0	0	1
	Total Low-Mod	0	0	1,826
	Non Low-Mod (>80%)	0	0	0
	Total Beneficiaries	0	0	1,826



City of Olympia

City Council

Final Draft of the Comprehensive Plan - Disposition of Public Comments

Agenda Date: 11/25/2014
Agenda Item Number: 6.A
File Number:14-1143

Type: decision **Version:** 1 **Status:** Other Business

Title

Final Draft of the Comprehensive Plan - Disposition of Public Comments

Recommended Action

City Manager Recommendation:

Move to include staff recommendations on public comments as shown in Attachment 1 (far right column) in Final Draft Comprehensive Plan, and direct staff to prepare the final document and an Ordinance.

Report

Issue:

Should the staff recommendations shown in Attachment 1 be included in the Final Draft Comprehensive Plan to be considered for adoption?

Staff Contact:

Leonard Bauer, Deputy Director, Community Planning and Development Department, 360.753.8206

Presenter:

Leonard Bauer, Deputy Director, Community Planning and Development Department

Background and Analysis:

Timeline:

In 2009, the City initiated a major update to its Comprehensive Plan. The Comprehensive Plan describes the City's vision for the next twenty years, and provides the policy direction for the City to achieve that vision. The state Growth Management Act (GMA) requires that the Comprehensive Plan accommodate the growth that is projected to occur over the next twenty years. Plan elements include land use, housing, capital facilities, utilities, natural resources, transportation, economic development, cultural resources, and other topics.

The Comprehensive Plan may be amended annually and a major review, and update if needed, is required every eight years by the GMA. This is the City of Olympia's major comprehensive plan update. Each major update must also address development regulations, and coordination with Thurston County to update urban growth areas. These remaining portions of the City's required GMA update will be completed by the deadline in June 2016.

The City Council held a public hearing on the Draft Comprehensive Plan update on July 22, 2014, and extended the period for receiving written comments until August 5, 2014. After deliberating on the public comments it received during its first public comment period, the Council issued proposed changes for a Final Draft Comprehensive Plan (Attachment 3). Council held a public hearing on those changes November 3, 2014, with an extended period for receiving written comments until November 9, 2014.

Public Comments and Staff Recommendations - Attachment #1:

Public comments received during this second comment period are summarized in Attachment 1, and included in their entirety in Attachment 2. Staff recommendations and responses to each comment are also included in Attachment 1 (far right column).

Alleys:

Council sought public comment on two options regarding alleys. If you adopt attachment #1 as written, alleys will be “encouraged.”

One of the issues discussed by the City Council after its first public hearing was potential policies on whether to require alleys in new developments (see Draft Comprehensive Plan policies PT3.4, PT3.5 and PT3.6 - items 19-26, pages 5-6 on Attachment #1). The Council reviewed additional information on this issue at that time, and that information is provided again in Attachments 4 and 5.

Additional Process Information:

Additional information regarding the Comprehensive Plan update process is available at the link in Attachment 3.

Next Steps:

If guidance is given tonight, a final document and Ordinance adopting the update will be prepared for first reading on December 2.

Neighborhood/Community Interests (if known):

During the last five years many members of the public have participated in and commented on this periodic update of the Comprehensive Plan.

Options:

1. Move to include staff recommendations on public comments as shown in Attachment 1 in Final Draft Comprehensive Plan.
2. Approve revisions to staff recommendations and include in Final Draft Comprehensive Plan.
3. Direct staff to schedule additional deliberations on public comments.

Financial Impact:

None; this periodic Comprehensive Plan update is part of 2014 budget.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
FORWARD & INTRODUCTION								
1	Holly Gadbow			11/9/2014	Foreword, 2 nd paragraph	This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, as well as complete a major periodic update every 8 years.	Comment: This language should be more specific to what the GMA actually requires. The GMA requires the CP be reviewed, and amended, if necessary, every 8 years to reflect changes that have occurred over that period of time.	This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, as well as complete a major periodic update- and must review the entire Plan and amend it as necessary every 8 years.
2	Holly Gadbow			11/9/2014	Introduction, 5 th paragraph following the caption "The Local Planning & Development Process"	There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws.	Comment: It is good to include this. It might also be important to include, "The intent of the GMA was that land use decisions should be made during the development of the comprehensive plan and development regulations. Once these are adopted specific permit decisions are made largely on whether or not proposals are consistent with local plans, codes, and other (state and federal) laws. This gives predictability to both citizens and developers."	There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws. <u>This gives predictability to both citizens and developers, consistent with the intent of the Growth Management Act.</u>
3	Olympia Planning Commission (OPC)			11/7/2014	Sea Level Rise	In the Introduction, proposed Sea Level Rise section, first paragraph, last sentence: <u>Sea Level Rise</u> <u>Over the next twenty years, sea level rise will continue to be a key challenge facing Olympia, and therefore a key priority. As the challenge unfolds, the City of Olympia is prepared to respond thoughtfully and competently to the threat of flooding in downtown. As the heart of our City, downtown can and will be protected.</u>	OPC reason: Since federal and state funding cannot be guaranteed, we suggest the sentence be softened. <u>Sea Level Rise</u> <u>Over the next twenty years, sea level rise will continue to be a key challenge facing Olympia, and therefore a key priority. As the challenge unfolds, the City of Olympia is prepared to respond thoughtfully and competently to the threat of flooding in downtown. As the heart of our City, downtown can and will be protected. The City will do everything in its power to protect downtown, the heart of our City and Region."</u>	No change. Inconsistent with Council's previously-stated policy intent.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
4	Roger Horn			11/9/2014	Sea Level Rise	Last sentence, 4 th paragraph following “Sea Level Rise” caption <u>Current science indicates that sea levels may rise between 11 and 39 inches by 2100. These sea level increases will affect our shorelines during the peaks of high tides. Residents can anticipate higher high tides during the extreme tidal cycles that occur several times a year as well as during major low pressure weather systems. A combination of extreme high tides and low atmospheric pressure can currently result in downtown flooding. City staff pragmatically manages these event s and will continue to do so.</u>	Comment: Change <u>Current science indicates that sea levels may rise between 11 and 39 inches by 2100. These sea level increases will affect our shorelines during the peaks of high tides. Residents can anticipate higher high tides during the extreme tidal cycles that occur several times a year as well as during major low pressure weather systems. A combination of extreme high tides and low atmospheric pressure can currently result in downtown flooding. City staff pragmatically monitors and manages these event s and will continue to do so.</u>	Accept commenter’s proposed revision
COMMUNITY VISION & VALUES								
NO COMMENTS								
PUBLIC PARTICIPATION AND PARTNERS								
NO COMMENTS								
NATURAL ENVIRONMENT								
5	Stuart Drebeck		11/3/2014		PN4.4	<u>PN4.4 As a party of significant interest, Ssupport the process for determining a balanced, scientifically grounded and sustainable approach to the management of the Deschutes River, state-owned Capitol Lake and Budd Inlet; participate when the opportunity is available as a party of significant interest in the outcome.</u>	Comment: Supports the change.	No change. No revision requested.
LAND USE AND URBAN DESIGN								
6	Holly Gadbow			11/9/2014	PL2.4	PL2.4 Encourage <u>and sometimes require</u> buildings and site designs that result in energy efficiency and use of solar and other renewable energy.	Comment: Too vague and does not let the permittee know when buildings and site designs would require solar energy. Current statement is better.	No change. Existing policy calls for future consideration by City Council of development regulations to determine specific situations in which to add requirements.
7	Adam Frank	OMB		10/31/2014	PL6.4	PL6.4 Require multi-family housing to incorporate architectural forms and features common to nearby housing; to include porches, balconies, bay windows and similar	“PL6.4 is heavy handed on how multi-family structures should look in relation to the surrounding built environment. Consider the possibility that the market might reject older	No change. Inconsistent with Council’s previously-stated policy intent.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						details; to have entries oriented to streets or a courtyard, and include accessible open space; and to be reduced in size near lower density residential districts.	or otherwise outmoded designs in favor of more contemporary styles and functional aesthetics. The word "require" leaves little flexibility."	
8	Seth Hutt	President, Bigelow Neighborhood Association	11/3/2014		PL8.5		Comments: Supports change to PL8.5 "Set absolute maximum building heights to preserve publicly-identified observation points and landmark views." but would like examples.	No change. No revision requested.
9	Olympia Planning Commission			11/7/2014	Urban Corridors Section of Land Use Chapter	<u>The land use designations along these streets vary (see Future Land Use Map at the end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u> Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas <u>in adjacent neighborhoods about one quarter mile from the main street.</u>	OPC reason: The primary designation along these corridors according to the Future Land Use Map is "low-density neighborhood," allowing various zones up to 12 units per acre. Rather than saying the designations "vary," "Provide flexibility to allow" would be more accurate. <u>The land use designations along these streets provide flexibility to allow a gradual increase vary (see Future Land Use Map at the end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u> Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas <u>in adjacent neighborhoods about one quarter mile from the main street.</u>	No change. Comment seems directed at only a portion of Urban Corridors Land Use designations; designations adjacent to Urban Corridors on Future Land Use Map vary significantly.
10	Seth Hutt	President, Bigelow Neighborhood Association	11/3/2014		PL13.7		Comments: Supports change to PL13.7 'There will be a 35 feet height limit if any portion of the building is within 100' from a single-family residential zone, provided that the City may establish an additional height bonus for residential development <u>except in areas adjacent to a designated historic district.</u> '	No change. No revision requested.
11	E.B. Galligan	Port of Olympia		11/7/2014	GL15	New policy under GL15: Focus areas are planned in cooperation with property owners and residents. "Encourage consistency with the Port of	Port's reason: To foster compatibility with regard to the long-range development objectives of each entity.	PL15.6 Work cooperatively with the State of Washington on planning for the Capitol Campus, and <u>the Port of Olympia in planning for its properties.</u> Provide opportunities for long-term 'master planning' of other single-


	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						Olympia's Comprehensive Scheme of Harbor Improvements, including its land use plan for the Port's Budd Inlet properties on the Port Peninsula and along West Bay."		purpose properties of at least 20 acres, such as hospitals, colleges, and high-school campuses.
12	Adam Frank	OMB		10/31/2014	PL20.1	PL20.1 Require development in established neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.	"PL20.1 should be restated to express a goal or desire that new development should fit in with the character of the surrounding neighborhood. The word "require" is incompatible with the vague and subjective standards that follow it."	No change. Inconsistent with Council's previously-stated policy intent.
13	Olympia Planning Commission			11/7/2014	PL21.3	PL21.3 Include Support housing, a food store, and a neighborhood park or civic green at all neighborhood centers	OPC reason: A recent survey regarding neighborhood centers indicated that the most popular amenity for a neighborhood center is a café, bakery, or restaurant. PL21.3 Include Support housing, a food store, <u>a café or bakery</u> , and a neighborhood park or civic green at all neighborhood centers	Accept commenter's proposed revision.
14	David Schaffert	Thurston County Chamber of Commerce	11/3/2014		High-Density Neighborhood Overlay Minimum Density Requirements		Comments: <ul style="list-style-type: none"> HDN minimum density requirement of 25 units per acre is too high for the Downtown based upon building constraints and existing structures. Suggest reducing to 15 units per acre with incentives such as parking and height bonuses. 	No change. Inconsistent with Council's previously-stated policy intent.
15	Olympia Planning Commission			11/7/2014	Future Land Use Map		All OPC members support the revision to the Future Land Use map regarding the four State Avenue parcels.	No change. No revision requested.
16	Chai Karaki		11/3/2014		Rezoning Issue		Comment: Retain Single Family Residence designation for the four State Avenue parcels; do not change to Urban Corridors High Density designation	No change. Inconsistent with Council's previously-stated policy intent.
17	Stuart Drebeck		11/3/2014		Rezoning Issue		Comment: Supports changing the zoning designation for the four State Avenue parcels to Urban Corridor (UC), rather than Single Family Residential. The UC designation supports additional densities, a focus of the Draft Comprehensive Plan.	No change. No revision requested.
18	Mike Gusa, Attorney		11/3/2014		Rezoning Issue – State Avenue Parcels		<ul style="list-style-type: none"> Thanked Council and Amy Buckler, Associate Planner, for listening to his clients' concerns and providing 	No change. No revision requested.


	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							<p>information.</p> <ul style="list-style-type: none"> • Treat the four properties surrounding on three sides the same. • Plan with changes as proposed is supported. 	
TRANSPORTATION								
19	Adam Frank	OMB		10/31/2014	PT3.4	PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.	<p>Option 2 for PT3.4 is too prescriptive. Option 2 PT3.4 <u>Require alleys where feasible and practical</u> and retain alleys as public right-of-way.</p> <p>Option 1 for PT3.4 is a more reasonable approach. Option 1 PT3.4 Encourage <u>Require</u> alleys where feasible and practical and retain alleys as public right-of-way.</p>	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
20	Adam Frank	OMB		10/31/2014	PT3.5	PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	<p>Option 2 for PT3.5 is too prescriptive. Option 2 PT3.5 <u>Require alleys where feasible and practical</u> behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.</p> <p>Option 1 for PT3.5 is a more reasonable approach. Option 1 PT3.5 Require <u>Encourage</u> alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.</p>	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
21	Adam Frank	OMB		10/31/2014	PT3.6	PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a	<p>Option 2 for PT3.6 is too prescriptive. Option 2 PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable</p>	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5. (Note: PT3.6 is part of Option 2 only.)


	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						common understanding that will reduce uncertainty in development and other processes.	and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.	
22	Stuart Drebeck		11/3/2014		PT3.4	PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.	Comment: Supports Option 1 Option 1 PT3.4 Encourage Require alleys where feasible and practical and retain alleys as public right-of-way.	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
23	Stuart Drebeck		11/3/2014		PT3.5	PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	Comment: Supports Option 1 Option 1 PT3.5 Require Encourage alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
24	Olympia Planning Commission			11/7/2014	PT3.4	Option 2 Option 2 PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.	OPC members voted 5-3 in favor of Option 2, "Require" rather than "encourage". Members in favor (Bardin, Bateman, Horn, Parker, Richmond) felt the new	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
25	Olympia Planning Commission (OPC)			11/7/2014	PT3.5	Option 2 Option 2 PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	OPC members voted 5-3 in favor of Option 2, "Require" rather than "encourage".	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
26	Olympia Planning Commission			11/7/2014	PT3.6	Option 2 PT3.6 The "practicality" and "feasibility" of alleys will be documented using	OPC members voted 5-3 in favor of Option 2 – Members in favor (Bardin, Bateman, Horn, Parker, Richmond) felt the new PT3.6 will	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5. (Note: PT3.6 is part of Option 2 only.)

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
	(OPC)					demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes <u>Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.</u>	make it possible to achieve alleys where appropriate. Members against (Andresen, Brown, Watts) thought “encourage” allowed needed flexibility and less subjectivity to the code.	
27	Dennis Bloom	Intercity Transit		11/9/2014	Bus Corridors	Fifth paragraph following caption “Transit”, Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. After they are developed in Olympia’s dense urban areas, they will ideally connect with similar corridors in Lacey and Tumwater.	IT comment: The Comp Plan wording appears to suggest that this effort still needs to be developed. This reference in the Comp Plan update might be better served to identify that in order to maintain this level of transit service ‘bus corridors’ need increased residential and commercial density to sustain these routes.	Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. After they are developed in Olympia’s dense urban areas, <u>To sustain the level of service for transit in these corridors, increased residential and commercial density of development is needed.</u> They will ideally connect with similar corridors in Lacey and Tumwater.
28	Dennis Bloom	Intercity Transit		11/9/2014		Sixth paragraph following caption “Transit”, Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the Thurston Regional Transportation Plan . Both plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit, commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.	IT comment: TRPC has been updating the Regional Transportation Plan (RTP) over the past year. The RTP chapter on Public Transportation has been rewritten to reflect more accurately the intention of providing an appropriate level of reliable, effective public transportation options commensurate with the region’s evolving needs. The broader approach allows for changes that are rapidly occurring in the field of transportation. It is not prescriptive of the various types of public transportation	Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the Thurston Regional Transportation Plan . Both plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit, commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.
29	Lon Wyrick	TRPC		11/7/2014	PT16.8	PT16.8 Give priority to sidewalks and mid-block pedestrian crossings that enhance access and safety on high frequency bus corridors.	TRPC comment: An example of a good alignment of investment policy with broader goals of multi-modalism, social equity and system efficiency.	No change. No revision requested.
30	Lon Wyrick	TRPC		11/7/2014	PT17.7 (formerly 16.7)	[[PT16.7PT17.7]] Eliminate minimum parking requirements along bus corridors.	TRPC comment: A good example of policies that shape the built environment in ways that make alternatives to driving more viable travel choices.	No change. No revision requested.
31	Dennis Bloom	Intercity Transit		11/9/2014	PT18.2 (formerly PT17.2)	[[PT17.2PT18.2]] Coordinate with Intercity Transit on bus stop locations so they are safe	IT comment: Add “accessible” to denote inclusion of American’s with Disabilities Act (ADA) requirements: “...bus stop locations so	Accept commenter’s proposed revision.


	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						and inviting for pedestrians and bicyclists.	they are safe, accessible and inviting..."	
32	Dennis Bloom	Intercity Transit		11/9/2014	PT 18.5 (formerly 17.5)	[[PT17.5 PT18.5]] Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.	IT comment: Appreciate the intent of this item since it tries to address impacts of land use development and increased traffic. A concern is that the current wording could be construed to mean that no matter where a development is located a developer will be required to provide transit related amenities, even if no service is anticipated. Would the intent be better served that a location be 'applicable' to transit service and in concurrence with Intercity Transit's service plans?	Coordinate with Intercity Transit in requiring developers to provide facilities Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.
33	Lon Wyrick	TRPC		11/7/2014	PT18.5 (formerly 17.5)	[[PT17.5 PT18.5]] Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.	TRPC comment: Requires developers to provide amenities for transit riders and this may not be appropriate in all locations since not all locations have or will have transit service. Coordination with I.T. will help ensure these private sector investments result in useful amenities.	Same as previous comment.
34	Dennis Bloom	Intercity Transit		11/9/2014	PT19.3 (formerly 18.3)	[[PT18.3 PT19.3]] Integrate land use and high-capacity transportation planning so that dense urban centers are developed around future rail stations, and coordinate this regionally.	IT comment: Suggest that "rail stations" be replaced with the term, "multi-modal stations," which suggests two or more high-capacity transportation services could be co-located.	Integrate land use and high-capacity transportation planning so that dense urban centers are developed around future rail multi-modal transit stations, and coordinate this regionally.
35	Lon Wyrick	TRPC		11/7/2014	PT21.4 (formerly 20.4)	[[PT20.4 PT21.4]] Allow property developers to pay a fee-in-lieu for sidewalks in certain instances so that sidewalks and other pedestrian improvements can be constructed in the locations they are most needed.	TRPC comment: Commends Olympia for its consideration of fee-in-lieu for sidewalks and pedestrian improvements where they are most needed.	No change. No revision requested.
36	Lon Wyrick	TRPC		11/7/2014	PT26.3 (formerly 25.3)	[[PT25.3 PT26.3]] Work with the State to locate new worksites in the City's dense urban area - in locations where frequent transit is possible, and where employees can easily walk and bike.	TRPC comment: Unclear whether this refers to the Preferred Leasing Areas/Preferred Development Areas currently in use. Encourages Olympia to continue working with TRPC and DES to ensure decisions regarding the siting of new work sites are consistent with established agreements and contribute to more transportation-efficient development pattern with less dependence on driving.	No change. Existing language allows flexibility to apply to whatever tools the State uses to locate worksites.

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37	Dennis Bloom	Intercity Transit		11/9/2014	Bus Corridors	PT30.3 Work with the cities of Lacey and Tumwater and Thurston County to develop bus corridors.	IT comment: The Comp Plan wording appears to suggest that this effort still needs to be developed. This reference in the Comp Plan update might be better served to identify that in order to maintain this level of transit service 'bus corridors' need increased residential and commercial density to sustain these routes.	No change. Work with adjacent cities is ongoing.
38	E.B. Galligan	Port of Olympia		11/7/2014	PT30.6 (formerly PT29.6)	[[PT29.6PT30.6]] Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed on air and water transportation needs.	Port's reason: To ensure that the Port's marine terminal can continue to serve Olympia and the surrounding region, while minimizing traffic, noise, air, and safety concerns. [[PT29.6PT30.6]] Coordinate with the Port of Olympia on <u>in ensuring adequate</u> truck access routes, freight rail, and, as needed on air and water transportation needs.	Accept commenter's proposed revision.
39	Kathy Harrigan			10/24/2014	16 th & Decatur	Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis" Decatur Street and 16th Avenue Connections  Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the 4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection. Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.	Appreciates removing the proposed connection at 16 th and Decatur from the Comprehensive Plan	No change. No revision requested.

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						<p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
40	Bethany Weidner	SWONA	11/3/2014	11/3/2014	16 th & Decatur	<p>Appendix A, text following caption “West Olympia Access Study, Phase II: Local Street Analysis”</p> <p>Decatur Street and 16th Avenue Connections</p> <p></p> <p>Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the 4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection.</p>	<p>Comment: Appreciates removing the proposed connection at 16th and Decatur from the Comprehensive Plan which is consistent with the 2004 decision to wait until after the completion of the West Olympia Access Study.</p> <p>SWONA received a small grant from the City for lighting and landscaping of the pedestrian bike path in the SWONA neighborhood.</p>	No change. No revision requested.


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						<p>Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.</p> <p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
41	Stuart Drebeck		11/3/2014		16 th & Decatur	<p>Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis"</p> <p>Decatur Street and 16th Avenue Connections</p> <p></p> <p>Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the</p>	<p>Comment: Does not support removing Decatur & Fern Streets text. Removing the text from the Plan does not alleviate excess traffic on Black Lake Boulevard.</p>	<p>No change. Inconsistent with Council's previously-stated policy intent.</p>

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						<p>4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection.</p> <p>Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.</p> <p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
42	Holly Gadbow			11/9/2014	16 th & Decatur	<p>Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis"</p> <p><u>Future related work will</u> identify improvements needed to <u>the local street network to</u> increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.</p>	<p>Comment: The appropriate information seems to be incorporated into the new text, although Decatur Street is not specifically mentioned and a change in tone is noted. That's ok if it is understood that connecting Decatur Street will be evaluated as other street connections using the policy direction in PT 5.2.</p>	<p>No change. Inconsistent with Council's previously-stated policy intent.</p>

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						<p>Decatur Street and 16th Avenue Connections</p> <p> SHARE</p> <p>Decatur Street is a proposed major collector connecting 9th Avenue to Caton Way. Today, a bike and pedestrian pathway exists but the street is not open to motor vehicles. Sixteenth Avenue connects Fern Street to Carriage Loop. This street was closed after the earthquake in 2001, which damaged the 4th Avenue bridge, changed traffic patterns in the southwest area, and increased use of this connection. The City Council closed this street to motor vehicles after concerns were raised by residents near the connection.</p> <p>Any decision on whether to connect Decatur Street to Caton Way and open 16th Avenue as a connection for vehicles will not be made until the West Olympia Access Study Phase II is complete.</p> <p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>Some residents have raised concerns about the connection, and the impacts of increased traffic and changed traffic patterns in the residential area. A system of traffic-calming devices has been installed in the Southwest Olympia Neighborhood and on Decatur Street, and more are planned, in anticipation of the connection. These devices should be effective in reducing the volume of through-traffic from outside the immediate neighborhood, if this connection is made. Traffic around this connection should be monitored to assure that the new connection is serving mostly local circulation needs. (Ordinance #6389, 1/24/06)</p> <p>These connections would be made contingent upon completion of Phase II of the</p>		

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						Olympia West Access study.		
43	Olympia Planning Commission			11/7/2014	Urban Corridors	<p>Appendix A: Urban Corridors</p> <p>Urban Corridors are the major arterials in our system, that <u>generally</u> correspond with <u>the highest</u> density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u>, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</p>	<p>OPC reason: The primary designation along these corridors according to the Future Land Use Map is “low-density neighborhood,” allowing various zones up to 12 units per acre. Rather than saying the designations “vary,” “Provide flexibility to allow” would be more accurate.</p> <p>Urban Corridors are the major arterials in our system, that <u>generally</u> correspond with <u>the highest</u> density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u>, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. The land use designations along these streets <u>provide flexibility to allow a gradual increase vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u></p>	No change. Comment seems directed at only a portion of Urban Corridors Land Use designations; designations adjacent to Urban Corridors on Future Land Use Map vary significantly.
44	Holly Gadbow			11/9/2014	Urban Corridors	<p>Appendix A: Urban Corridors</p> <p>Urban Corridors are the major arterials in our system, that <u>generally</u> correspond with <u>the highest</u> density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of</p>	<p>Comment: While it may not be appropriate to designate Capitol Way as a specific urban corridor, there are nodes on Capitol Way that should be considered for higher densities, where higher densities occur now or could be designated as a neighborhood center. For example, the Capitol Towers is an appropriate</p>	No change. Future Land Use Map designates a Neighborhood Center on Capitol Way. Capitol Towers area is designated Professional Office/Residential Medium Density.

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						these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u> , and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.	higher density use and is in easy walking distance of DT and has excellent transit availability.	
45	E.B. Galligan	Port of Olympia		11/7/2014	Downtown and City Center Transportation Issues	Appendix A: Downtown and City Center Transportation Issues, 4 th paragraph: The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, and the potential noise and air quality effects they could have on adjacent properties.	Port's reason: Transportation routes between I-5 and the Port's Marine Terminal are critical to the Port's operations and the economic vitality of the region. The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, and the potential noise and air quality effects they could have on adjacent properties, <u>in addition to the potential for adverse economic impacts to Port of Olympia Marine Terminal operations.</u>	Accept commenter's proposed revision.
46	Holly Gadbow			11/9/2014	Transportation 2030 maps	Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps Projects are identified to achieve the Regional Transportation Plan and Olympia Comprehensive Plan goals and policies related to street capacity (level of service	If this deletion means that the City in the future will not consider these street connections, then I strongly object to this deletion.	No change. Inconsistent with Council's previously-stated policy intent.

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						<p>standards) and street connectivity. The following project list includes street capacity and street connectivity needs on arterials and major collector streets.</p> <p>The Transportation 2030 maps illustrate planned street capacity improvements as well as the street connections planned on arterials, major collectors and neighborhood collectors.</p> <p><u>Note: Modifications will be made to Transportation 2030 maps to remove references to street connections at Decatur Street and 16th Avenue.</u></p> <p>Transportation 2030 Northeast map Transportation 2030 Southeast map Transportation 2030 Westside and Downtown map</p>		
47	Holly Gadbow			11/9/2014	Street Connections	<p>Appendix B</p> <p>Street Connections</p> <p> SHARE</p> <ul style="list-style-type: none"> • Hoffman Road connection to Log Cabin Road extension • Decatur Street connection to Caton Way* • Yauger Way Extension to Top Foods • Kaiser Road connection to Black Lake Boulevard • 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road • 12th Avenue connection to Ensign Road • Ensign Road connection to Pacific Avenue • Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median • Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median • Fern Street connection to 16th 	<p>Comment: "Deletion of the Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study." I object to the deletion of this language.</p>	<p>No change. Inconsistent with Council's previously-stated policy intent.</p>

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						Avenue *The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study.		
UTILITIES								
	NO COMMENTS							
PUBLIC HEALTH, ARTS, PARKS AND RECREATION								
	NO COMMENTS							
ECONOMY								
48	Olympia Planning Commission (OPC)			11/7/2014	Following caption "Our Vision for the Future"	<u><i>Olympia's economy is diverse and balanced. Family wage jobs and career opportunities are available to our citizens from multiple sectors, including government and manufacturing and service sector employment. A significant and ever increasing amount of our goods, services and food is locally sourced. We emphasize sustainable business practices and environmentally friendly development.</i></u>	OPC reason: Health care and education also play a vital role in job creation for our community. <u><i>Olympia's economy is diverse and balanced. Family wage jobs and career opportunities are available to our citizens from multiple sectors, including government and manufacturing health care, education and service sector employment. A significant and ever increasing amount of our goods, services and food is locally sourced. We emphasize sustainable business practices and environmentally friendly development.</i></u>	Accept commenter's proposed revision.
49	Holly Gadbow			11/9/2014		Deleted from the Introduction section, after the deleted "Olympia Living Wage" table, <u><i>See the links in the "For More Information" section at the end of this chapter for more information about what constitutes a living wage in our community, cost burdened households and middle income housing affordability. For a healthy economy to thrive over the long run, it must be able to absorb market changes and business cycle fluctuations. This often requires a diverse</i></u>	Comment: Sorry to see this language deleted. It is important that the council, future councils, and the public recognize this reality.	No change. Inconsistent with Council's previously-stated policy intent.

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						economy, which can cushion the impact of one or more sectors in decline. A healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. When Olympia's economy stalls and taxes can't pay for existing programs, the City must eliminate jobs and services and construct fewer capital facilities to balance its budget.		
50	Olympia Planning Commission (OPC)			11/7/2014	Following caption "Olympia's Economic Profile", subsection "Olympia's three top employers: Government"	Olympia is the capital of Washington and seat of Thurston County, and both provide many local jobs.	OPC reason: The City of Olympia is also an important provider of government jobs. Olympia is the capital of Washington and seat of Thurston County, The State, County, and City and both provide many local jobs.	Accept commenter's proposed revision.
51	Holly Gadbow			11/9/2014	4 th paragraph following caption "Olympia's Economic Profile, subsection "Olympia's three top employers: Government"	The Investment Strategies report calls out that almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government." A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council's Sustainable Thurston report suggests that the "millennial" generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia's workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more senior services and senior-oriented activities. These changes provide opportunities for quality growth in	Comment: Seniors also will see smaller living spaces, living places close to transit, and in walking distance of shopping and amenities and are a potential market for DT housing. A reference to them as well as millennials should be included as increasing the demand for DT housing.	The Investment Strategies report calls out that almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government." A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council's Sustainable Thurston report suggests that the "millennial" generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia's workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more <u>downtown multifamily housing</u> , senior services and senior-oriented activities. These changes provide opportunities for quality growth in

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						our future.		our future.
52	Olympia Planning Commission (OPC)			11/7/2014	Following caption "Olympia's Economic Profile", subsection "Olympia's three top employers: Health care:"	Health care: Olympia is also a regional medical center, serving Thurston, Mason, Gray's Harbor and Lewis counties. Health care is the Thurston County's second largest employment sector, with an estimated 11,595 jobs.	OPC suggests that staff add a sentence or two to the health care section, which is quite brief, to reflect the importance of this sector to Olympia's economic development. Health care is the second largest employer in Thurston County with a major presence in Olympia, providing high wage jobs in a growing field and provides key services to our community.	Olympia is also a regional medical center, serving Thurston, Mason, Gray's Harbor and Lewis counties. Health care is the Thurston County's second largest employment sector, with an estimated 11,595 jobs- and is projected to continue growing in the future.
53	Holly Gadbow			11/9/2014	Text changes under "Olympia's Economic Profile"		Comment: I like the additional language under Olympia's Economic Profile.	No change. No revision requested.
54	Holly Gadbow			11/9/2014	Headwaters Large multi-ownership parcel	After the caption "Downtown Olympia" The Investment Strategy report provided a community wide assessment of key redevelopment opportunity areas. In addition to downtown, six geographic areas were examined in detail: <ul style="list-style-type: none"> • Kaiser/Harrison Potential for neighborhood commercial/mixed-use/retail district on large single-ownership tract • Olympia Landfill City-owned, potential major retail site adjacent to existing major retail area • Division/Harrison Potential neighborhood center adjacent to established neighborhoods • Headwaters Large multi-ownership parcel with wetland amenity and infrastructure challenges • K-Mart Site (currently vacant) on major close-in retail corridor 	Comment: Not familiar with the "Headwaters" site. A location for this site as well as the K-Mart site should be included. Not all current city or future residents are familiar with these sites.	No change. Detail on locations are in the referenced Investment Strategy Report.
55	Holly Gadbow			11/9/2014	Downtown Focus Area for Community	Following caption "Downtown Focus Area for Community Renewal Area Planning,	Comment: While it is true that the amenities like the WA Center, the Olympia Center, The City should examine why there has not been	No change. No revision requested.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
					Renewal Area Planning	<u>Although these public facilities help to improve our quality of life, public facilities cost money to operate and maintain. Unless they directly contribute to commerce they become a burden and are difficult to sustain within the City's general fund budget. In order to protect and enhance our quality of life it will be critically important for the City to make public investments and form public private partnerships that increase commerce in ways that are consistent with the community's values. The City should not make these sorts of investments without also considering the long-term maintenance and operations costs it will incur.</u>	more private investment and payback to the City in an expanded tax base stimulated by these public amenities.	
56	Olympia Planning Commission (OPC)			11/7/2014	First paragraph following caption "Community and Economy"	<u>Several recent studies suggest that a sense of "place" – a sense of authenticity, continuity and uniqueness – is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."</u>	OPC reason: Based on research from some of our members, we suggest that "walkability" be added to the list of qualities that create a sense of place. <u>Several recent studies suggest that a sense of "place" – a sense of authenticity, continuity and uniqueness – is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, walkability, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."</u>	Accept commenter's proposed revision.
57	Jerry Parker			11/7/2014	CRA – Economy Chapter	References to CRA following the caption "Downtown Olympia"	<ul style="list-style-type: none"> • Finds the lengthy discussion of the Community Renewal Process inconsistent with and contrary to the level of detail in other portions of the Comprehensive Plan • Comp. Plan is a 20-year foundational document • Proposed CRA language is very complex, highly detailed, reads as though intended 	No change. Inconsistent with Council's previously-stated policy intent.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							<p>to provide a 20-week or 20-month perspective, not a 20-year perspective</p> <ul style="list-style-type: none"> • Nature of the Comprehensive Plan is general guidance • CRA language departs dramatically from the overall tenor and scope of the 20-year Comprehensive Plan • CRA language creates confusion regarding the distinction between the Comp Plan and codes and regulations <p>Suggests the following draft language:</p> <p><i>In recognition of the need for additional legal and economic tools to achieve the objectives of the Comprehensive Plan and with a particular focus on the downtown of Olympia, the City invested in a Community Renewal process under provisions of existing state law. This process provides the City a means to both shape and implement a downtown plan as an important element of the implementation of the overall goals and objectives of the Comprehensive Plan.</i></p>	
58	Holly Gadbow			11/9/2014	Multiple Topics	<p>PE3.1 Support a safe and vibrant downtown with many small businesses, great public places, events, and activities from morning through evening.</p> <p>PE3.3 Promote high-density housing downtown for a range of incomes.</p> <p>PE3.5 Support continuation of the Dash Shuttle as a means of linking the Capital Campus and downtown.</p> <p>PE4.6 Economic uncertainty created by site contamination can be a barrier to development in downtown and elsewhere in our community; identify potential tools, partnerships and resources that can be used to create more economic certainty for developments by better characterizing contamination where doing so fulfills a public</p>	<p>Comment: They support remedies for the concerns I've listed or lend support to improving the viability of DT.</p>	No change. No revision requested.

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						<p>purpose.</p> <p>PE4.7 Identify where new and upgraded utilities will be needed to serve areas zoned for commercial and industrial use, and encourage the development of utilities to service these areas.</p> <p>PE4.9 Collaborate with public and private partners to finance infrastructure needed to develop targeted commercial, residential, industrial, and mixed-use areas (such as Downtown Investment Strategy Report opportunity areas and along Urban Corridors) with water, sewer, electricity, street, street frontage, public parking, telecommunications, or rail improvements, as needed <u>and consistent with the Comprehensive Plan</u>.</p> <p>PE4.10 Encourage new development in areas the City has designated for <u>“infilling,”infill</u> before considering proposals to expand land-use areas, or add<u>ing</u> new ones.</p> <p>PE4.11 Serve sites to be designated for industrial or commercial development with required utilities and other services on a cost-effective basis and at a level appropriate to the uses planned for the area and coordinated with development of the site.</p>		
PUBLIC SERVICES								
	NO COMMENTS							
CAPITAL FACILITIES PLAN								
	NO COMMENTS							
PARKS, ARTS & RECREATION								
	NO COMMENTS							
GENERAL COMMENTS								
59	Adam Frank	OMB		10/31/2014			“While we appreciate the discussion about what should and should not be required in the Comprehensive Plan, OMB would like to see it bear more fruit in the plan itself....a form of the word “require” still appears in the land	No change. Inconsistent with Council’s previously-stated policy intent. Addressed commenter’s specific comments above.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							<p>use chapter 49 times, mandating a range of activities....”</p> <p>OMB urges the Council to make the Plan a less prescriptive, broader policy document by removing specific requirements ...”</p> <p>“Between the land use and transportation chapters, a form of the word “require” appears 87 times – 49 times in the shorter land use chapter alone.”</p>	
60	E.B. Galligan	Port of Olympia		11/7/2014	Overarching Comment		<ul style="list-style-type: none"> Port engages in its own long-range planning processes, the Port’s Comprehensive Scheme of Harbor Improvements The Draft Comprehensive Plan does not encourage consistency between the two governments’ planning documents 	No additional change. Addressed commenter’s specific comments above.
61	Lon Wyrick	TRPC		11/7/2014	Caring for existing infrastructure and keeping life cycle costs as low as possible		TRPC comment: System preservation is a core regional transportation priority. If jurisdictions cannot afford to maintain system infrastructure in a cost effective way, they cannot afford to rebuild it. Olympia is encouraged to work towards fully funding an optimal pavement preservation program.	No change. No revision requested.
62	Lon Wyrick	TRPC		11/7/2014	Maximize system efficiently before resorting to system expansion.		TRPC comment: The additional emphasis in this draft on location-efficiency when evaluating system impacts and possibly even in impact fee structures is an excellent opportunity to support system efficiency over time through better land use patterns.	No change. No revision requested.
63	Lon Wyrick	TRPC		11/7/2014	Incorporate regional standards for maximum arterial width		TRPC comment: Olympia has endorsed the five-lane maximum mid-block cross section for its arterials since the late 1990s.	No change. No revision requested.
64	Lon Wyrick	TRPC		11/7/2014	Promote street connectivity		TRPC comment: Long recognized as the foundation for an efficient transportation system, street connectivity: disperses traffic equitably and efficiently across the system; reduces per capital miles driven and pressure to widen existing streets; enhances the efficient operation of transit, school buses, and other municipal services and freight	No change. No revision requested.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							delivery ; and increases system redundancy and reliability for all modes of travel. Recent City discussions hint at a potential shift in this policy.	
65	Lon Wyrick	TRPC		11/7/2014	Level of Service Standards (LOS) consistent with regionally adopted standards		TRPC comment: Olympia has incorporated regional LOS standards in its policies. TRPC welcomes the opportunity to advance work on defining more appropriate system performance measures for the regionally defined urban corridors than outdated vehicle congestion standards, and looks forward to working with Olympia in this regional process.	No change. No revision requested.
66	Lon Wyrick	TRPC		11/7/2014	Policy consistent with regional policy regarding urban corridors		TRPC comment: General intent of urban corridors as described in regional policy is included to some degree in these draft transportation and land use elements. Olympia uses this term differently than it is used by TRPC and the other corridor partners; care will always be needed going forward by both Olympia and TRPC to minimize the confusion this inevitably will present. The City's use of the terms "urban corridors," "strategy corridors," and "bus corridors" are unique to the city; while similar, they have no direct translation to regional policy.	No change. No revision requested.
67	Lon Wyrick	TRPC		11/7/2014	Does Olympia policy promote the goals and policies of Sustainable Thurston, and incorporate relevant recommendations and action from that plan?		TRPC comment: While the Economy element of this draft does reference data from Sustainable Thurston regarding significant demographic shifts underway and the implications for housing, services, and transportation, it is unclear if any of its comprehensive goals and actions regarding transportation, land use, affordable housing, public health, energy ...and other critical elements of our regional community were incorporated in the Comp Plan.	No change. No revision requested.
68	Holly Gadbaw			11/9/2014	Introduction		Likes additional text on pages 11-20 of the Summary Table.	No change. No revision requested.
69	Jay Elder			11/9/2014	Rezoning Issue		Rezone for parts of the historic neighborhood Downtown design guidelines, specifically: 1. Rezone the entire State Avenue PO/RM zone and both sides of State Avenue between Eastside and Plum to HDC-1. 2. Include the new HDC-1 zoned area in the	No change at this time. Request is for amendment to Comprehensive Plan's Future Land Use Map and zoning map. Recommend consideration as part of a future annual Comprehensive Plan amendment cycle.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							HDC Design District and change the Design District designation so that the entire Olympia Avenue Historic District is in the Residential Infill District.	
70	Stuart Drebeck		11/3/2014		Prescriptive Text		Comment: There are now 150 uses of the word "requires" in the Plan, too prescriptive. There are also 46 "musts", 5 "shalls", and 89 "wills" – use these words in zoning ordinances, not long-term planning ordinances	No change. Inconsistent with Council's previously-stated policy intent. Addressed commenter's specific comments above.
71	Walt Jorgensen		11/3/2014		Downtown		Comments: <ul style="list-style-type: none"> The Downtown will be defended from SLR. Economy Chapter: RE: CRA is more detailed than the rest of the Plan and this level of detail is usually discouraged in the Comprehensive Plan. Supports removing CERC from CRA and start with the Downtown Plan. 	No change. Inconsistent with Council's previously-stated policy intent.
72	Joe Ford		11/3/2014		Cycling Emphasis		Comments: <ul style="list-style-type: none"> Praised emphasis on cycling Complete streets vision statement Expansion of bike network Separate bike facilities 198 times in Transportation Chapter appears cycling terms; 177 policies, 46 contain bicycling. 	No change. No revision requested.
73	Seth Hutt	President, Bigelow Neighborhood Association	11/3/2014		PL8.5, PL13.7		Comments: Annual Updates of Plan, any time zoning code with public process. Does not support "any time" code changes throughout the year. Current annual process is simpler for the public to follow.	No change. Council has referred issue of frequency of consideration of rezones to Olympia Planning Commission.
74	Jeff Jaksich		11/3/2014		Lack of performance measures in the Plan. Neighborhoods		Comments: <ul style="list-style-type: none"> Very concerned about the process for the Plan and lack of performance measure in Plan to see results. Downtown Plan is higher priority than CRA. 1994 Plan was a good Plan but wasn't connected with implementing ordinances. 	No change. Performance measures to be included in Action Plan.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							<ul style="list-style-type: none"> • Neighborhoods are priority – mitigate impacts and don't allow "urban" uses to encroach, especially to the east of Plum 	

From: DBloom@intercitytransit.com
To: [ImagineOlympia](#)
Subject: Intercity Transit Comments on the Comp Plan Update
Date: Sunday, November 09, 2014 3:10:32 PM
Importance: High

Imagine Olympia

Draft Comprehensive Plan Comments

Intercity Transit would like to provide additional comment on the latest Comprehensive Plan update. Realizing of course that City staff, the Planning Council and City Council are close to completing this long awaited effort, a number of smaller items stand out that I would like to call your attention to and are identified below:

Chapter: Transportation

Section: Transit (starts on pg 26)

Pg 27, 3rd paragraph – current text

“Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. After they are developed in Olympia’s dense urban areas, they will ideally connect with similar corridors in Lacey and Tumwater.”

Pg 50, [[PT30.3]] Regional Planning section: “Work with the cities of Lacey and Tumwater and Thurston County to develop bus corridors.”

Comment: The Comp Plan wording appears to suggest that this effort still needs to be developed. However, Intercity Transit’s existing Trunk Route network currently operates along most of TRPC’s Strategy Corridors and what the City references as ‘bus corridors’ (also known as ‘Urban Corridors’) including Lacey and Tumwater on weekdays at 15 minute headway frequency. This reference in the Comp Plan update might be better served to identify that in order to maintain this level of transit service ‘bus corridors’ need increased residential and commercial density to sustain these routes. Improving density along these corridors will attract more transit riders and improve service efficiencies including lowering the public cost of the routes, improving travel options and helping to reduce vehicle trips in general. The intent of the sentence could be one that continues to encourage Lacey and Tumwater to adopt similar land use practices that support this level of transit service, too.

Pg 27, 4th paragraph – current text:

“Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the Thurston Regional Transportation Plan . Both plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit, commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.”

Comment: TRPC has been updating the Regional Transportation Plan (RTP) over the past year. Many sections of the RTP have been reviewed and new text approved. The RTP chapter on Public Transportation, which the City’s draft Comp Plan paragraph) references (page 27), has been rewritten to reflect more accurately the intention of providing an appropriate level of reliable,

effective public transportation options commensurate with the region's evolving needs . In particular, references to a "trolley" service or other specific types of transit service have been removed in order to provide a broader approach to reducing the use of single occupant vehicles. The new emphasis is to, 'Support a broad range of public transportation programs and services, including but not limited to commute trip reduction programs that increase the utilization of high occupancy vehicles and services, which provide improvements in service capacity and speeds that ensure a full mix of options for meeting transportation needs as they evolve.'

This broader approach allows for changes that are rapidly occurring in the field of transportation. It is not prescriptive of the various types of public transportation to consider but suggests that local jurisdictions can strengthen their Transportation Demand Management efforts, like their Commute Trip Reduction program for employers, and apply them to land use development that encourages higher densities, is supportive of transit service (and visa versa), which helps reduce vehicle trips and reliance on personal vehicles.

Pg 29, [[PT18.2]] - current text:

"Coordinate with Intercity Transit on bus stop locations so they are safe and inviting for pedestrians and bicyclists."

Comment: Add "accessible" to denote inclusion of American's with Disabilities Act (ADA) requirements: " ...bus stop locations so they are safe, accessible and inviting..."

Pg 30, [[PT18.5]] – current text:

"Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting."

Comment: Appreciate the intent of this item since it tries to address impacts of land use development and increased traffic. A concern is that the current wording could be construed to mean that no matter where a development is located a developer will be required to provide transit related amenities, even if no service is anticipated. Would the intent be better served that a location be 'applicable' to transit service and in concurrence with Intercity Transit's service plans? In addition, many of these amenities are pedestrian oriented features and could be repeated in the sub-section on Walking. In particular, pedestrian pathway access and connectivity between a limited access development and the surrounding streets is an item that can help improve and encourage walking and bicycling, even without a connection to a transit stop.

Pg 30, [[PT19.3]] – current text:

" Integrate land use and high-capacity transportation planning so that dense urban centers are developed around future rail stations, and coordinate this regionally.

Comment: suggest that "rail stations" be replaced with the term, "multi-modal stations," which suggests two or more high-capacity transportation service could be co-located. While it is already clear in a couple of current TRPC studies that consideration of "passenger rail" is, at best, many years into the future requiring a very significant increase in population to support a 'fixed guideway' service, multi-modal centers typically infer and/or include local bus service, inter-city bus service, passenger rail, taxis, bicycle, etc. This is especially true if consideration is to be given for flexibility in improving regional transportation choices and services.

I would like to add that a number of City staff have continued to engage Intercity Transit in

conversations and thoughts about the draft plan. This is very much appreciated as an effective and cooperative approach to the larger discussions of how the City intends to go forward and the role that Intercity Transit can play and help with. If there are any questions or clarifications that might be needed regarding the notes I've submitted, please don't hesitate to contact me directly. Thank you again for the opportunity to provide comment on this latest update.

Sincerely,
Dennis Bloom

Planning Manager

Intercity Transit

360.705.5832

E: dbloom@intercitytransit.com

W: www.intercitytransit.com



From: [Leonard Bauer](#)
To: [ImagineOlympia](#)
Subject: FW: Comp Plan Changes- Petition
Date: Monday, November 10, 2014 5:00:28 PM
Attachments: [COUNCILPETITIONC.docx](#)
[Petition 0.tiff](#)
[Petition 1.tiff](#)
[Petition 2.tiff](#)
[Petition 3.tiff](#)
[Petition 4.tiff](#)
[Petition 5.tiff](#)

This appears to have been intended to be public comment on the comp plan. I think for the purposes of the table of public comment, we can note the number of signatures without having to list all their names. However, the entire set of attachments should be included when providing the actual public comments.

From: Stephen Buxbaum
Sent: Monday, November 10, 2014 4:02 PM
To: Leonard Bauer
Cc: Keith Stahley; Steve Hall
Subject: FW: Comp Plan Changes- Petition

Leonard:

It does not appear that this went to staff... It evidently was received in Council Member mailboxes at 5:31 p.m. yesterday (Sunday).

I am not planning on opening or downloading any of the attachments. I'll leave it to you to add to the collection of responses that we have received as appropriate.

Best,
Stephen

From: James T Elder Jr [jayelder@comcast.net]
Sent: Sunday, November 09, 2014 5:31 PM
To: Nathaniel Jones; Jim Cooper; Stephen Langer; Cheryl Selby; Stephen Buxbaum; Julie Hankins; Jeannine Roe
Subject: Comp Plan Changes- Petition

Dear Council Members,

This is meant to be part of the feed back for the Comprehensive plan.

Attached is a zoning change proposal, followed by a petition of people in our neighborhood and its surroundings who favor this proposal. Basically, we ask you to consider changing the zoning for a small part of the Olympia Historic District and abutting State Avenue. It will be more consistent, avoid future conflict, yet still allow most uses currently allowed on State Avenue.

Thank You,

Jay Elder

To the City Council of the City of Olympia:

ON NOVEMBER 7, 2014, THE CITY HEARING EXAMINER APPROVED THIS BUILDING AT 924 STATE AVENUE NEXT TO THE BIGELOW HISTORIC NEIGHBORHOOD.



This is a wake up call. The existing codes and design regulations do not protect the Historic Bigelow Neighborhood and the State Avenue gateway to Downtown. Parts of the historic neighborhood are covered by the same Downtown design guidelines that allowed this building and current zoning allows: bars; light industry; hotels/motels; RV parks; adult oriented businesses; and gambling establishments along State Avenue between East Side and Plum.

We, the undersigned respectfully request that, as part of the current process of plan and rule amendment, the Council revise codes and design designations in this area to be simpler and more appropriate to its uses. Doing so will make future development more compatible with its historic and residential surroundings, and prevent conflict. Specifically:

1. Rezone the entire State Avenue PO/RM zone and both sides of State Avenue between Eastside and Plum to HDC-1.
2. Include the new HDC-1 zoned area in the HDC Design District and change the Design District designation so that the entire Olympia Avenue Historic District is in the Residential Infill District.

The new designations will be more consistent with and protect the character of the neighborhood and allow for mixed-use commercial/residential development of an appropriate style and density.

Please see the attached maps and charts that illustrate the changes.

- Existing and Proposed Maps
- HDC Zoning District Purposes
- HDC Design District Criteria
- PO/RM—HDC-1 Development Standards Comparison

NAME	ADDRESS	PHONE OR EMAIL
Jay Eble	1018 Olympia Ave NE	jayeble@comcast.net
John Bay	1002 Olympia Ave	360 561 9744
See Attached Pages for Additional Signatures		

STATE AVENUE REZONE PETITION

PAGE

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Britt Pomush	303 Quince St. NE	509-336-9332
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Jennifer Healy	413 Quince St NE	360 970 0448
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Kristen Blegen Bouyer	926 Prospect St. NE	360 451 1714
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Thomas Ford	1009 Prospect Ave. NE	(360) 888-0148
Sally Reichlin	510 NE Puget St	360 956 1266
Lauren Reeves	506 Puget St NE Oly WA	360-956-1559

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Jennifer	609 QUINCE ST. NE 98506	360.866.6129
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Vicki Scannell	612 Quince St. NE Olympia 98506	vscannell@comcast.net
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STATE AVENUE REZONE PETITION

PAGE

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Tierri Lino	1001 State Ave NE	tierri.lino@gmail.com

STATE AVENUE REZONE PETITION

PAGE

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Heidi Wayne	1028 OLYMPIA AV OLYMPIA, WA	760-943-5443
Linda Schneider	1023 Olympia Ave N.E. Olympia, WASH.	360-943-1399
Laurie Dils	1107 Olympia Avenue Olympia 98506	360-790-5511

Holly Gadbow
1625 Sylvester Street SW
Olympia, WA 98501
(360) 754-9401
hollygadbow@comcast.net

November 9, 2014

Dear Mayor Buxbaum and Members of the Olympia City Council,

Attached are my comments on the changes the City Council made to the draft Olympia Comprehensive Plan. I have reviewed the chart that summarizes the changes. The page numbers refer to the pages in the chart.

I know that this has been a long, and sometimes tedious process. I appreciate your work and the City staff and planning commission's work on the draft plan. I hope that updating the development regulations will go more quickly. Although I do not agree with everything that is in the plan and would be pleased if you adopted the changes I've suggested, it is time to adopt the plan and move on to the development regulations and implementation measures.

Thank you for considering my comments.

Sincerely,
Holly Gadbow

P.1 This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, as well as complete a major periodic update every 8 years. **Comment:** *This language should be more specific what the GMA actually requires. The GMA requires the CP be reviewed, and amended, if necessary, every 8 years, to reflect changes that have occurred over that period of time.*

P.11 - There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws. **Comment:** *It is good to include this. It might also important to include a statement that says, "The intent of the GMA was that land use decisions should be made during the development of the comprehensive plan and development regulations. Once these are adopted specific permit decisions are made largely on whether or not proposals are consistent with local plans, codes, and other (state and federal ?)) laws. This gives predictability to both citizens and developers." It is important that planning commissions, councils, and citizens understand this.*

PP 11- 20 – I like the additional text on these pages

P.22 – PL2.4 Encourage and sometimes require buildings and site designs that result in energy efficiency and use of solar and other renewable energy. **Comment:** *This statement is too vague and does not let the permittee know when buildings and site designs would require solar energy. Current statement is better. If this is the direction, some criteria should be added. The major complaint that developers in Olympia have is the lack of predictability and the imposition of arbitrary standards.*

P.23, 24 - PL8.5 – Put a period after views. I like the deletions.

PP. 29 and 30 - I know how controversial this connection is and the controversy has not changed since I was on the council. The appropriate information seems to be incorporated into the new text, although Decatur Street is not specifically mentioned and a change in tone is noted. That's ok if it is understood that connecting Decatur Street will be evaluated as other street connections using the policy direction in PT 5.2.

Page 29 - In cooperation with WSDOT, the extensive process to development of an Interchange Justification Report for these new ramps began in 2014. This report will include traffic analysis, environmental review, and initial design work. **Comment:** *Report is spelled incorrectly.*

Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. **Comment:** *While it may not be appropriate to designate Capitol Way as a specific urban corridor, there are nodes on Capitol Way that should be considered for higher densities, where higher densities occur now or could be designated as a neighborhood center. For example, the Capitol Towers is an appropriate higher density use and is in easy walking distance of DT and has excellent transit availability. A few places on Capitol Way, like the areas between 21st and 22nd, and at the corner of O'Farrell are also appropriate for higher densities.*

P.30 Transportation 3030 Street Capacity and Connectivity Project Lists and Maps. Note: **Comment:** *If this deletion means that the City in the future will not consider these street connections, then I strongly object to this deletion. The language in the draft was better, and leaves the City open to consider options based on completion of ongoing studies.*

P.32 – Deletion The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study. **Comment:** *I object to the deletion of this language. Same comment as above.*

P.35 Deletion This often requires a diverse economy, which can cushion the impact of one or more sectors in decline. A healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. When Olympia's economy stalls and taxes can't pay for existing programs, the City must eliminate jobs and services and construct fewer capital facilities to balance its budget. **Comment:** *I am sorry to see this language deleted. It is important that the council, future councils, and the public recognize this reality.*

PP. 35 and 36 – I like the additional language under Olympia's Economic Profile

P. 38 - A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council's Sustainable Thurston report suggests that the "millennial" generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia's workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more senior services and senior-oriented activities. These changes provide opportunities for quality growth in our future. **Comment:** *Seniors also will seek smaller living spaces, living places close to transit, and in walking distance of shopping and amenities and are a potential market for DT housing. A reference to them as well as millennials should be included as increasing the demand for DT housing.*

P.48 – of the six geographic areas, I'm not familiar with the "Headwaters" site. A location for this site and well as the K-Mart site should be included. Not all current city or future residents are familiar with these sites.

P. 49 - Although these public facilities help to improve our quality of life, public facilities cost money to operate and maintain. Unless they directly contribute to commerce they become a burden and are difficult to sustain within the City's general fund budget. In order to protect and enhance our quality of life it will be critically important for the City to make public investments and form public private partnerships that increase commerce in ways that are consistent with the community's values. The City should not make these sorts of investments without also considering the long- term maintenance and operations costs it will incur.

PP. 52-55 Comment: While it is true that the amenities like the WA Center, the Olympia Center, and Percival Landing are expensive to maintain, the City should examine why there has not been more private investment and payback to City in an expanded tax base stimulated by these public amenities. Other things that have hindered private investment that the discussion of DT does not mention are the restrictive zoning on some of the City's highest amenity properties or restricting their use altogether, such as those close to Percival Landing, public opposition to projects in the DT that delays projects and results in costly legal fees, and a permitting process that is not predictable and time consuming costing development time and money and adds to the other disadvantages that CP lists. Added together these things give Olympia the reputation of a frustrating, unwelcoming, and expensive place to develop. The CP begins to address these problems in the discussion of the City's Community investment strategy on the additions and edits on pages 52-55, particularly promoting collaboration with property owners and other stakeholders in order to understand their interests and long-term development goals. Another important direction is for the City to contribute to and coordinate with private development on infrastructure improvements (similar to what the City did with the property behind Olympia Federal Savings). Goal GE 5 and Policies PE 5.1,2, 3, 4, 5, and 6 on pages 58 and 59 begin to address concerns about the City's permitting process, although not sure that the current service level in the permitting area could be considered high quality. While public participation in the development process should not be discouraged, consistent application of PE 5.6 could help the process go more smoothly and quickly for citizens, neighborhoods and developers. Also the Council and the City staff can do what the CP cannot do. They can start by sending the signal that it will stand by the City's policies and development regulations and give clear and consistent information to both neighborhoods and developers. An additional policy that would help to further the kind of development the City wants and needs is direction that permits for projects that further the City's vision and goals should be expedited.

PP.55-57. – I like Policies PE 3.1, 3.3, 3.5, 4.6,.4.7, 4.9, 4.10, and 4.11. They support remedies for the concerns I've listed above or lend support to improving

the viability of DT. I also like the CP's discussion of the arts and its importance to economic vitality.

From: [Harrigan or Lewis](#)
To: [ImagineOlympia](#)
Subject: No Connection at 16th and Decatur
Date: Friday, October 24, 2014 6:55:07 PM

I see that the removing the proposed connection at 16th and Decatur from the comprehensive plan is one of the items open for discussion at community meetings about the plan Finally! This makes so much sense. Thank you City Council.

Kathy Harrigan

From: [Sophie Stimson](#)
To: [ImagineOlympia](#)
Subject: FW: typo in appendix
Date: Monday, November 03, 2014 6:56:59 PM

For the record...

From: Kovich, George [mailto:KovichG@wsdot.wa.gov]
Sent: Monday, November 03, 2014 4:06 PM
To: Sophie Stimson
Subject: RE: typo in appendix

Hi Sophie

The typo is in Appendix E (below) second bullet, should read [US 101/Olympia](#), not [SR 10/Olympia](#)

Appendix E: Highways of Statewide Significance (Thurston County)

 SHARE

- State Route 5, 276.62 miles, Oregon to Canada
- State Route 8, 20.67 miles, US 12/Elma to SR 10/Olympia (entire route)
- State Route 12, 324.51 miles, US 101/Aberdeen to Idaho (entire route)
- State Route 101, 336.66 miles, SR 4 to I-5/Olympia (0.01 miles of physical gap not included)

Got any questions let me know.
George

From: Sophie Stimson [mailto:sstimson@ci.olympia.wa.us]
Sent: Monday, November 03, 2014 3:45 PM
To: Kovich, George
Subject: typo in appendix

Hi George,

I got your voice mail. Please just describe the typo in an email to me to me and I will submit it to the official public record. That will be easy to fix. Thanks for looking it over!

Hope all is well with you,

Sophie

October 31, 2014

Olympia City Council
PO Box 1967
Olympia, WA 98507-1967

Mayor Buxbaum and Members of the City Council,

Olympia Master Builders (OMB) has closely followed the progression of the Comprehensive Plan Update, and wishes to thank each of you for your hard work on completing the update. OMB is encouraged by the move to remove suggested view protections from the plan, and by the council's discussion in October surrounding the issue of whether to require so much in the plan, as opposed to setting more general policy directions and goals.

While we appreciate the discussion about what should and should not be required in the Comprehensive Plan, OMB would like to see it bear more fruit in the plan itself. For example, a form of the word "require" still appears in the land use chapter 49 times, mandating a range of activities, from hiding parked cars from view to the extension of design review to certain residential projects. As the mayor said in a recent council work session, "the more prescriptive we choose to be in the Comprehensive Plan, I think at some point we squeeze out creativity." Accordingly, OMB urges the council to make the Comprehensive Plan a less prescriptive, broader policy document by removing specific requirements that would force builders and developers into doing things only one way.

The private sector is particularly good at adapting to the needs and wants of a dynamic market, and Mayor Buxbaum was right to say that very specific requirements placed on builders and developers could have the effect of stifling creativity and innovation. OMB's members live here too, and they want the same things that everyone in Olympia wants: a growing economy, safe streets, a vibrant downtown, good schools, and safe and affordable homes. OMB's members are ready to help build Olympia's future, and the Comprehensive Plan should not place restrictions on them that would hinder their ability to do so.

The following examples are illustrative of the problems with overuse of the word "require" in the Comprehensive Plan:

- Option 2 for PT3.4, 3.5, and 3.6 is too prescriptive. There might be good reasons to use alleys, just as there are plenty of reasons to not have alleys. The reasons for and against alleys involve one or more of logistical, topographical, environmental, and marketability issues, as the council has discussed. The council has openly acknowledged that alleys will not work everywhere, and it would be inefficient to work to establish feasibility criteria and require each new

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development to spend time and money on the process to demonstrate why alleys would or would not be feasible. Option 1 for PT3.4 and 3.5 is a more reasonable approach.

- PL6.4 is heavy handed on how multi-family structures should look in relation to the surrounding built environment. Consider the possibility that the market might reject older or otherwise outmoded designs in favor of more contemporary styles and functional aesthetics. The word “require” leaves little flexibility.
- PL20.1 should be restated to express a goal or desire that new development should fit in with the character of the surrounding neighborhood. The word “require” is incompatible with the vague and subjective standards that follow it.

These three examples do not comprise an exhaustive list of instances in which a mandate is handed down by the Comprehensive Plan Update. Between the land use and transportation chapters, a form of the word “require” appears 87 times—49 times in the shorter land use chapter alone. OMB believes in, and is committed to, providing affordable housing to all segments of society, and believes strongly that sound policy in this regard will allow the necessary flexibility for the market to function without costly and unnecessary regulations that drive up the cost of housing.

Again, OMB thanks each of you for your hard work and continued public service.

Sincerely,

A handwritten signature in black ink that reads "Adam Frank". The signature is written in a cursive, flowing style.

Adam Frank
Government Affairs Director

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ONE HOME AT A TIME.

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From: [Adam Frank](#)
To: [ImagineOlympia](#)
Subject: Comprehensive Plan Update Comments
Date: Friday, October 31, 2014 11:57:28 AM
Attachments: [OMB Nov Comp Plan Comments.pdf](#)

Please see the attached letter from Olympia Master Builders regarding the Comprehensive Plan Update.

Thank you,





November 7, 2014

Olympia City Council
PO Box 1967
Olympia, Washington 98507

Dear Mayor Buxbaum and City Councilmembers:

The Olympia Planning Commission (OPC) reviewed the matrix of Comprehensive Plan revisions made available for the Council's November 3 public hearing. The following comments were approved unanimously by OPC members except for the Alleys section which is reflected below:

Page 14 of 68 (of the matrix) - Sea Level Rise:

- Current: "As the heart of our City, downtown can and will be protected."
- Proposed: "The City will do everything in its power to protect downtown, the heart of our City and Region."
- Reason: Since federal and state funding cannot be guaranteed, we suggest the sentence be softened.

Page 24 - Urban Corridors:

- Current: "The land use designations along these streets vary....to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods."
- Proposed: "The land use designations along these streets provide flexibility to allow a gradual increase..." The same change would apply to an identical sentence on Page 31 of 68.
- Reason: The primary designation along these corridors according to the Future Land Use Map is "low-density neighborhood," allowing various zones up to 12 units per acre. Rather than saying the designations "vary," "provide flexibility to allow" would be more accurate.

Page 24 - PL 21.3:

- Revised: "Support housing, a food store, and a neighborhood park or civic green at all neighborhood centers."
- Proposed: "Support housing, a food store, a café or bakery, and a neighborhood park or civic green at all neighborhood centers."
- Reason: A recent survey regarding neighborhood centers indicated that the most popular amenity for a neighborhood center is a café, bakery, or restaurant.

Page 25 - Future Land Use Map:

- Discussed: The Council's proposed action regarding the four State Avenue parcels. All members support the revision.

Page 25 - Alleys

- Current: "encourage" or "require where feasible and practice."
- Proposed: "require alleys where feasible and practical."
- Note: OPC members voted 5-3 in favor of the proposal.

- Reason: Members in favor (Bardin, Bateman, Horn, Parker, Richmond) felt the new PT3.6 will make it possible to achieve alleys where appropriate. Members against (Andresen, Brown, Watts) thought “encourage” allowed needed flexibility and less subjectivity to the code.

Page 33 - Our Vision for the Future:

- Current: “Family wage jobs and career opportunities are available to our citizens from multiple sectors, including government and manufacturing and service sector employment.”
- Proposed: “...multiple sectors, including government, manufacturing, health care, education, and services.”
- Reason: Health care and education also play a vital role in job creation for our community.

Page 37 - Government:

- Current: “Olympia is the capital of Washington and seat of Thurston County and both provide many local jobs.”
- Proposed: “Olympia is the capital of Washington and seat of Thurston County. The State, County, and City provide many local jobs.”
- Reason: The City of Olympia is also an important provider of government jobs.

Page 39 - Health Care:

- Current: None.
- Proposed: We suggest that staff add a sentence or two to the health care section, which is quite brief, to reflect the importance of this sector to Olympia’s economic development.
- Reason: Health care is the second largest employer in Thurston County with a major presence in Olympia, providing high wage jobs in a growing field and provides key services to our community.

Page 61 - Community and Economy:

- Current: “These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond.”
- Proposed: “...attractiveness, walkability, and a variety of social events...”
- Reason: Based on research from some of our members, we suggest that “walkability” be added to the list of qualities that create a sense of place.

Thank you for providing a final opportunity for the public to comment on the Comprehensive Plan and your consideration of our suggestions. We very much look forward to working with the Council to realize the goals and policies reflected in the Plan.

Sincerely,



MAX BROWN, CHAIR
Olympia Planning Commission

Date: November 7, 2014

To: Olympia City Council

From: Jerome Parker
803 Rogers Street N.W.
Olympia 98502

Re: Council Proposed Revisions to the Comprehensive Plan
Members of the Council:

I submit the following comment and suggestion to the Council as an individual and not as a member of the Planning Commission and not on behalf of the Commission. My comment and suggestion was not shared with the Planning Commission prior to submission to the Council.

I find the lengthy discussion of the Community Renewal Process proposed by the Council for inclusion in the Comprehensive Plan to be inconsistent with and contrary to the level of detail in other portions of the Comprehensive Plan.

The Comprehensive Plan is a foundational document intended to apply to the next twenty years of development in Olympia. The proposed CRA related language is a highly detailed description of a very complex legal and administrative process that reads as though intended to provide a twenty week or twenty month perspective, not a twenty year perspective.

When I was chair of the Planning Commission, I expended considerable effort to keep the Commission focused on the foundational and general nature of the Comprehensive Plan. This mostly successful effort eliminated many highly specific suggestions on how the City should achieve an agreed upon general goal or policy. It is my personal judgement that the proposed CRA language in the Comprehensive Plan update departs dramatically from the overall tenor and scope of the Comprehensive Plan and creates confusion regarding the distinction between the Comprehensive Plan and the codes, regulations, and project specific plans to implement the broad goals and policies of the Comprehensive Plan. .

I suggest that a very terse, concise statement replace the current language regarding the CRA proposed by the Council. While I am confident the Council can make what I view as necessary changes, I include some possible draft language from which revision of the Council's CRA language might begin.

In recognition of the need for additional legal and economic tools to achieve the objectives of the Comprehensive Plan and with a particular focus on the downtown of Olympia, the City invested in a Community Renewal process under provisions of existing state law. This process provides the City a means to both shape and

implement a downtown plan as an important element the implementation of the overall goals and objectives of the Comprehensive Plan.

From: [Leonard Bauer](#)
To: [ImagineOlympia](#)
Subject: FW: Comments on Council Revisions to Comprehensive Plan
Date: Monday, November 10, 2014 9:28:27 AM
Attachments: [Revisions to Comprehensive Plan - CRA.PDF](#)
[image001.png](#)

For the record

From: CityCouncil
Sent: Friday, November 07, 2014 11:24 AM
To: Jerome Parker
Cc: Councilmembers; Steve Hall; Jay Burney; Leonard Bauer; Keith Stahley
Subject: RE: Comments on Council Revisions to Comprehensive Plan

Thank you for your comments. I'll forward them on to Councilmembers and appropriate staff.

Connie Cobb

Executive Department | City of Olympia

PO Box 1967 | Olympia WA 98507-1967

Phone: (360) 753-8451 | **Fax:** (360) 570-3791

Email: ccobb@ci.olympia.wa.us | **Website:** www.olympiawa.gov

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All e-mail to and from this address is a public record.

From: Jerome Parker
Sent: Friday, November 07, 2014 11:02 AM
To: CityCouncil
Subject: Comments on Council Revisions to Comprehensive Plan

Members of the Council:

Please find attached my personal comments on the proposed revisions to the Comprehensive Plan.

Sincerely,

Jerome Parker

From: [Amy Buckler](#)
To: [ImagineOlympia](#)
Subject: FW: Comments on Proposed Revisions to Comprehensive Plan
Date: Monday, November 10, 2014 10:21:50 AM
Attachments: [Revisions to Comprehensive Plan - CRA.pdf](#)

From: Jerome Parker
Sent: Friday, November 07, 2014 11:09 AM
To: Planning Commission
Subject: Comments on Proposed Revisions to Comprehensive Plan

Colleagues:

Attached are my personal comments on the proposed revisions to the Comprehensive Plan. I make clear these are my individual comments and were not distributed to members of the Commission prior to submission to the Council.

In the interest of full compliance with the Open Meetings Act, please do not respond to my comments.

Jerry Parker

November 7, 2014

TRANSMITTED VIA ELECTRONIC MAIL

citycouncil@ci.olympia.wa.us

Mayor Stephen H. Buxbaum
Councilmember Steve Langer
Councilmember Nathaniel Jones
Councilmember Cheryl Selby
Councilmember Julie Hankins
Councilmember Jeannine Roe
Councilmember Jim Cooper
Olympia City Council
City Hall
Post Office Box 1967
Olympia, Washington 98507-1967

Re: Port of Olympia Comment
November 3, 2014 Public Draft Comprehensive Plan Update

Dear Mayor Buxbaum and Councilmembers Langer, Jones, Selby, Hankins, Roe, and Cooper:

Thank you for the opportunity for us to provide further comment on behalf of the Port of Olympia ("Port") on the City of Olympia's ("City") latest draft of its proposed Comprehensive Plan update. As we have previously stated, the Port appreciates and commends the tremendous effort that City Staff, the Planning Commission, and the City Council have invested in the Comprehensive Plan update process. The current Draft represents an improvement over previous iterations, and the updated language wholly or partially addresses numerous areas of concern raised by the Port. We do, however, remain concerned with regard to several limited provisions within the Draft Plan that the Port strongly feels should be addressed before the City moves to finalize its Comprehensive Plan update.

First, as we noted in our original comments, the Port engages in its own long-range planning processes, most significantly the Port's Comprehensive Scheme of Harbor Improvements. Among other elements, this document sets out a detailed plan of the Port's current and future land use projects, including significant development/redevelopment opportunities within Olympia. Although the current Draft Comprehensive Plan's Land Use and Urban Design element references the Comprehensive Scheme of Harbor Improvements as a source of "more information," the Draft Plan does not encourage any consistency between the two governments' planning documents. We believe that this misses a key opportunity for the Port and the City to foster compatibility with regard to the long-range development objectives of each entity. Although the Port agrees that express incorporation of Port planning documents into the Comprehensive Plan (as was done in previous Comprehensive Plans) is unnecessary, the Port believes that the Comprehensive Plan should

Our mission is to create economic opportunities by connecting Thurston County to the world by air, land, and sea.

recognize—and encourage consistency with—the Port’s planning efforts. As such, the Port requests that the City add the following policy to the Land Use and Urban Design Element to achieve this objective:

“Encourage consistency with the Port of Olympia’s Comprehensive Scheme of Harbor Improvements, including its land use plan for the Port’s Budd Inlet properties on the Port Peninsula and along West Bay.”

Most logically, this language should be added as a policy under GL15.

Next, the Port’s transportation routes between I-5 and the Port’s Marine Terminal are critical to the Port’s operations and the economic vitality of the region. In its original comment, the Port suggested some limited, but important, modifications to the Draft Plan’s Transportation element to ensure that the Port’s marine terminal can continue to serve Olympia and the surrounding region, while minimizing traffic, noise, air, and safety concerns. The Port again urges the City to adopt these proposed modifications:

PT30.6 (formerly PT29.6)

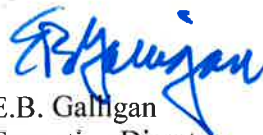
“Coordinate with the Port of Olympia ~~on~~ in ensuring adequate truck access routes, freight rail, and, as needed on air and water transportation needs.”

Transportation Appendix A, Downtown and City Center Transportation Issues

“The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port’s marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, and the potential noise and air quality effects they could have on adjacent properties, in addition to the potential for adverse economic impacts to Port of Olympia Marine Terminal operations.”

Again, the Port appreciates the opportunity to comment on the City’s Draft Comprehensive Plan. We look forward to partnering with all of you to achieve the City’s goals and vision for the future.

Sincerely,



E.B. Galligan
Executive Director

- cc: Leonard Bauer, Deputy Director, Community Planning and Development, City of Olympia (via email: lbauer@ci.olympia.wa.us)
Heather L. Burgess, Legal Counsel, Port of Olympia (via email: hburgess@phillipsburgesslaw.com)
Mike Reid, Senior Manager Business Development, Port of Olympia (via email: MikeR@portolympia.com)

From: [Amy Buckler](#)
To: [ImagineOlympia](#)
Subject: FW: Port of Olympia - Comment to Comprehensive Plan Update
Date: Monday, November 10, 2014 8:46:09 AM
Attachments: [image001.png](#)
[Port of Olympia - Comprehensive Plan Comment 11-7-14.pdf](#)

From: Connie Cobb
Sent: Monday, November 10, 2014 8:14 AM
To: Councilmembers; Steve Hall; Jay Burney; Keith Stahley; Leonard Bauer; Amy Buckler
Subject: FW: Port of Olympia - Comment to Comprehensive Plan Update

Nathaniel indicated the attachment didn't come through the first time I forwarded the e-mail below, so I am providing it here.

Connie Cobb
Executive Department | City of Olympia
PO Box 1967 | Olympia WA 98507-1967
Phone: (360) 753-8451 | Fax: (360) 570-3791
Email: ccobb@ci.olympia.wa.us | Website: www.olympiawa.gov

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From: CityCouncil
Sent: Friday, November 07, 2014 2:57 PM
To: 'Kelly Wood'
Cc: Councilmembers; Steve Hall; Jay Burney; Keith Stahley; Leonard Bauer
Subject: RE: Port of Olympia - Comment to Comprehensive Plan Update

Thank you for your comments, Kelly. I'll forward them on to Councilmembers and staff.

Connie Cobb
Executive Department | City of Olympia
PO Box 1967 | Olympia WA 98507-1967
Phone: (360) 753-8451 | Fax: (360) 570-3791
Email: ccobb@ci.olympia.wa.us | Website: www.olympiawa.gov

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From: Kelly Wood [<mailto:kwood@phillipsburgesslaw.com>]
Sent: Friday, November 07, 2014 1:21 PM
To: CityCouncil
Cc: Ed Galligan; miker@portolympia.com; Heather Burgess; Leonard Bauer
Subject: Port of Olympia - Comment to Comprehensive Plan Update

Dear Mayor Buxbaum and Councilmembers Langer, Jones, Selby, Hankins, Roe, and Cooper:

On behalf of the Port of Olympia, please find the attached written comment to the current draft of the City's Comprehensive Plan update. Thank you for the opportunity to provide additional feedback, and we look forward to working with the City towards a final product.

Best Regards,
Kelly T. Wood
Phillips Burgess PLLC, Attorneys for the Port of Olympia

Kelly Thomas Wood

Attorney | Phillips Burgess PLLC

Olympia: 360-742-3500 | 724 Columbia St. NW Suite 140 | Olympia WA 98501

Tacoma: 253-292-6640 | 505 Broadway St. Suite 408 | Tacoma WA 98402

www.phillipsburgesslaw.com

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MEMBERS:

City of Lacey
City of Olympia
City of Rainier
City of Tenino
City of Tumwater
City of Yelm
Confederated Tribes of the
Chehalis Reservation
Nisqually Indian Tribe
Town of Bucoda
Thurston County
North Thurston Public Schools
Olympia School District
Intercity Transit
LOTT Clean Water Alliance
Port of Olympia
PUD No. 1 of Thurston County

ASSOCIATE MEMBERS:

Lacey Fire District #3
Puget Sound Regional Council
TCOMM9-1-1
The Evergreen State College
Thurston Economic
Development Council
Timberland Regional Library

November 7, 2014

Imagine Olympia
City of Olympia
PO Box 1967
Olympia, WA 98507

Dear Mr. Bauer:

These comments on the draft Olympia Comprehensive Plan are in regard to its consistency with the Regional Transportation Plan, regional transportation policy, and associated shared regional transportation commitments. It also includes, where appropriate, observations regarding consistency with the policies and recommendations of Sustainable Thurston (*Creating Places, Preserving Spaces – A Regional Plan for Sustainable Development for the Thurston Region*).

As the federally-designated Metropolitan Planning Organization (MPO) and the State-designated Regional Transportation Planning Organization (RTPO) for the Thurston Region, TRPC is responsible for ensuring that local Comprehensive Plans are consistent with adopted regional policy. Legislation governing these consistency requirements at the federal level can be found in 23 U.S.C. 134 and 49 U.S.C. 5303; legislation governing these consistency requirements for TRPC and for Olympia are found within the Growth Management Act (RCW 36.70A) and within RTPO policy, RCW 47.80. Consistency with regional policy ensures that local transportation projects are eligible for state and federal funding. As presented, with potential concerns noted, TRPC finds this draft of the Olympia Comprehensive Plan to be consistent with regional policy as described below.

TRPC has a long and collaborative history of coordinated regional / local planning, policymaking, and strategic transportation investments with its partners. Olympia played a strong role over the decades in shaping the foundational principles on which much of today's regional policy is based.

The intent of TRPC's regional transportation policy is to promote an integrated and holistic approach to transportation planning and investments that is multi-modal by nature, coordinated with adopted Comprehensive Plans, and which facilitates local, regional, and state implementation efforts in ways that are compatible with this region's philosophies about transportation and planning.

The overarching aim of regional transportation policies, investments, and decisions is to:

- Keep life-cycle costs as low as possible
- Make efficient use of existing infrastructure and services
- Align transportation and land use decisions to maximize social, environmental, and economic benefit
- Increase viable travel choices for all
- Minimize environmental impacts
- Make the transportation system safe for all users



Lon D. Wyrick
Executive Director

2424 Heritage Court SW
Suite A
Olympia, WA 98502-6031
360-956-7575
360-956-7815 Fax
www.trpc.org

With this overview of regional transportation policy, a few key factors form the foundation of this regional consistency review of Olympia's draft Comprehensive Plan. Some are specific to the federal and state mandates imposed upon TRPC but most are based on well-established regional values and processes.

- Does Olympia use regionally-adopted population and employment figures?
 - *TRPC member jurisdictions work together to develop and adopt regionally agreed-upon growth forecasts and distributions using a data-driven process. Olympia uses these forecasts for its planning and analyses.*
- Does Olympia policy consider all modes of travel in its analyses, policies, street standards, and investment strategies?
 - *The core function of the transportation system is to move people and goods efficiently and safely, regardless of the mode of travel or ability of the traveler. Olympia clearly considers all modes of travel in its planning processes, and has for several decades. Policy language embraces the new "complete streets" planning term though it's worth noting that Olympia has effectively been implementing complete streets policies for many years before that term was coined in the planning profession. The addition to this draft of Policy PT 16.8, which would prioritize funding for sidewalk and crosswalk projects on high frequency transit corridors, is an example of a good alignment of investment policy with broader goals of multi-modalism, social equity, and system efficiency.*

In developing its implementing regulations, TRPC encourages Olympia to engage Intercity Transit in determining what to encourage and what to require before codifying these standards. Policy PT18.5 requires developers to provide amenities for transit riders. This may not be appropriate in all locations in the city since not all locations have or will have transit service. Coordination with IT will help ensure these private sector investments result in useful amenities.

TRPC commends Olympia for its consideration of fee-in-lieu for sidewalks and pedestrian improvements where they are most needed (PT 21.4). A sidewalk segment to nowhere is a missed opportunity for completing a more valuable part of the network, such as completing sidewalk access to high frequency transit corridors. With scarce resources for the foreseeable future, strategic adaptations such as this of existing policy can generate more value for the traveling public.

- Does Olympia work to align its transportation and land use decision-making processes and investments to foster the kind of built environment where alternatives to driving are truly feasible options?
 - *Policy language in both the Transportation and Land Use elements clearly recognizes the relationship between land use and the feasibility of alternative modes of travel. The trick for Olympia, as for other communities, is in achieving the kind of land use pattern that actually makes it convenient to travel without having to drive. The best opportunity to increase convenient travel choices to multiple destinations will be along the city's urban corridors, recognition of which is evident in the goals and policy language. Policy PT 17.7 added to this draft eliminates minimum parking requirements on key transit corridors – this is a good example of policies that shape the built environment in ways that make alternatives to driving more viable travel choices.*

Policy PT 26.3 encourages the State to locate new worksites in dense urban areas. It is unclear if this refers to the Preferred Leasing Areas / Preferred Development Areas currently in use. Olympia is encouraged to continue working with TRPC and the Department of Enterprise Services to ensure that decisions regarding the siting of new work sites are consistent with established agreements and contributes to a more transportation-efficient development pattern with less dependence on driving.

- Does Olympia policy put a priority on taking care of existing infrastructure and keeping life cycle costs as low as possible?
 - *System preservation is a core regional transportation priority. If jurisdictions cannot afford to maintain system infrastructure in a cost effective way, they cannot afford to rebuild it. "Worst first" pavement management techniques are not cost effective means of preservation. The importance of optimal pavement management practices to protect infrastructure investments and keep life cycle costs low is clear in this draft transportation element. What is less clear is how these needs will compare to other funding priorities identified in this element, since this is not identified as a funding priority. Olympia is encouraged to work towards fully funding an optimal pavement preservation program.*

- Does Olympia work to maximize system efficiency before resorting to system expansion?
 - *Emphasis on system operations (signal timing, intersection treatments, access management), transportation-efficient land use policy, travel demand management, and parking policy can improve system efficiency and reliability for all system users, delaying or possibly even eliminating the need for some street capacity projects. Current draft policy language places a priority on system efficiency and sets the stage for meaningful discussions about alternate ways of evaluating system performance (level of service). The additional emphasis in this draft on location-efficiency when evaluating system impacts and possibly even in impact fee structures is an excellent opportunity to support system efficiency over time through better land use patterns.*
- Does Olympia policy incorporate regional standards for maximum arterial width?
 - *Regional policy is that no principal arterial will be more than five lanes at the mid-block cross-section. This is a maximum of two lanes in each direction with center turn lane or median where appropriate. This regional standard does not apply to intersections. Olympia has endorsed the five-lane maximum mid-block cross section for its arterials since the late 1990s.*
- Does Olympia policy promote street connectivity?
 - *Long recognized as the foundation for an efficient transportation system, street connectivity: disperses traffic equitably and efficiently across the system; reduces per capita miles driven and pressure to widen existing streets; enhances the efficient operation of transit, school buses, and other municipal services and freight delivery; and increases system redundancy and reliability for all modes of travel. Regionally-significant connections in Olympia, agreed upon over decades of coordinated planning and decision making, work in concert with those in Tumwater and Lacey to improve travel choice and system operations for the overall metropolitan transportation network while reducing its per capita impacts on the environment and local agency budgets. Locally-significant connections enhance access and local circulation. TRPC encourages Olympia to maintain its commitment to street connectivity as it seeks to develop a nuanced connectivity evaluation process, realizing the role that some of its connections play in long-term regional system access and mobility. Recent City discussions hint at a potential shift in this policy.*

Interest beginning to surface about potentially removing the Log Cabin Extension from the City's plan should consider that doing so will result in a finding of inconsistency between the Comp Plan and the Regional Transportation Plan. This is a regionally-significant connection. The need for this connection originated over 30 years ago as the region grappled with ways to curb rural sprawl. Jurisdictions accommodated much residential growth in the south urban area with the understanding this would require additional east-west connectivity for efficient access and circulation. The last piece of that connection is the Log Cabin Extension, which has no clear alternative of equal or better merit. At this time the project remains in the plan. A change in that direction would be inconsistent with the Regional Transportation Plan.

Any reference to the need for, or a study of, southwest connectivity has been removed from this draft of the Comp Plan. Southwest neighborhood connectivity and circulation is still identified as a study need in the Regional Transportation Plan due to impacts on the Black Lake / Cooper Point intersection associated with limited access into and out of the neighborhood for the many people who live there. This teeters on the brink of inconsistency with regional policy; however, as long as the impacts affect only Olympia intersections this difference between local and regional plans is acceptable. If those impacts spill over into the US 101 interchange and affect the state highway system, however, this will become a more serious inconsistency issue.

- Are Olympia Level of Service (LOS) standards consistent with regionally adopted standards?
 - *Regionally adopted LOS standards identify agreed upon vehicle-congestion standards for the two-hour peak travel period. They also exempt regionally identified strategy corridors from these standards, encouraging development of alternative strategies and measures for evaluating access and mobility in these constrained corridors. Olympia has incorporated these regional LOS standards in its policies. TRPC welcomes the opportunity to advance work on defining more appropriate system performance measures for the regionally defined urban corridors than outdated vehicle congestion standards, and looks forward to working with Olympia in this regional process.*

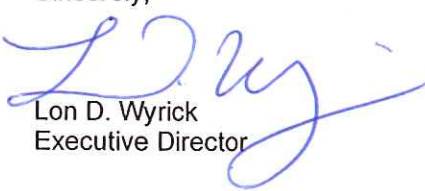
- Is Olympia policy consistent with regional policy regarding urban corridors?
 - *Olympia was a founding partner on the Vision Reality Task Force in 2004-2005; the City was also a partner on the Urban Corridors Task Force in 2009-2011, adopting a joint resolution with Lacey, Tumwater, and Thurston County in 2012 to work together and with Intercity Transit to achieve the adopted recommendations of that Task Force. After many hours of talking with staff, Planning Commissions, Council members, and residents, it is evident that the general intent of urban corridors as described in regional policy is included to some degree in these draft transportation and land use elements. Olympia uses this term differently than it is used by TRPC and the other corridor partners; care will always be needed going forward by both Olympia and TRPC to minimize the confusion this inevitably will present. The City's use of the terms "urban corridors," "strategy corridors," and "bus corridors" are unique to the city; while similar, they have no direct translation to regional policy. Along those lines, it should be noted that Olympia's "bus corridors" are essentially what Lacey, Tumwater, and Intercity Transit refer to as urban corridors, which currently enjoy 15-minute service frequency between Lacey, Olympia, and Tumwater. Like Olympia, those cities are actively working to maximize the value of that existing service with their implementation of urban corridors policies and strategies.*
- Does Olympia policy promote the goals and policies of Sustainable Thurston, and incorporate relevant recommendations and actions from that plan?
 - *Creating Places, Preserving Spaces – A Sustainable Development Plan for the Thurston Region (Sustainable Thurston) was this region's first coordinated, inter-disciplinary opportunity to engage the entire region in thinking comprehensively about how we're growing and the long-term, collective impacts of these patterns on our livability. Policy makers and the public demanded a more aggressive vision for curbing long-term unsustainable impacts of existing local policies. While Sustainable Thurston was not adopted until December 2013, Olympia was an active participant in this three-year process, accepting its recommendations in early 2014. Sustainable Thurston is the lens through which future regional transportation goals, policies, and investments will be viewed. Comp Plan consistency with Sustainable Thurston is not a federal or state requirement; it is a regional commitment to the people of the Thurston region, those who are here today and those who will be here in 2050. While the Economy element of this draft does reference data from Sustainable Thurston regarding significant demographic shifts underway and the implications for housing, services, and transportation, it is unclear if any of its comprehensive goals and actions regarding transportation, land use, affordable housing, public health, energy, water quality, waste, local food systems, and other critical elements of our regional community were incorporated in the Comp Plan. It is hoped that with subsequent updates the Comp Plan can incorporate relevant policies and actions that will help Olympia to grow in ways that are more socially equitable, environmentally sound, and economically sound.*

TRPC staff have been actively involved with Olympia in the development and refinement of its draft update of the Comprehensive Plan over the last several years. Olympia staff, Planning Commissioners, and City Council are valued local partners – TRPC welcomes the opportunities this update has presented to shed light on the challenges and opportunities local jurisdictions face in implementing long-range strategies that often involve conflicting goals, insufficient resources, and factors outside the control of any one community.

Completion of this Comprehensive Plan update is a milestone for Olympia but it is also when the hard work of implementation takes over. TRPC stands ready to assist the City in whatever way it can in realizing the kind of community that provides more of its residents with more travel choices supporting more lifestyle options, and which does so in a way that promotes a strong local and regional economy while reducing the impacts each of us have on the environment.

If you need clarification on, or wish to discuss any of these comments, please feel free to contact me or Thera Black.

Sincerely,


Lon D. Wyrick
Executive Director

From: [Sarah Selstrom](#)
To: [ImagineOlympia](#); [CityCouncil](#)
Cc: [Thera Black](#); [Lon Wyrick](#); [Leonard Bauer](#)
Subject: Comments on Olympia Comp Plan - from TRPC
Date: Friday, November 07, 2014 12:59:12 PM
Attachments: [OlympiaCompPlanComments_TRPC.pdf](#)

Please find attached, comments from Thurston Regional Planning Council on the City of Olympia's draft Comprehensive Plan.

Thank you for the opportunity to comment.

Sarah Selstrom, Administrative Assistant
Thurston Regional Planning Council
2424 Heritage Court SW, Suite A
Olympia, WA 98502
Phone: (360) 956-7575
Fax: (360) 956-7815
Website: www.trpc.org

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Imagine Olympia

Featured Links

- [FINAL Supplemental Environmental Impact Statement](#)
- [Shoreline Master Program](#)
- [Growth Management Act](#)
- [2014-2019 Capital Facilities Plan](#)

What's Happening Now with Olympia's Comprehensive Plan?

The Council is reviewing public comments from its November 3rd public hearing at the Council meeting on November 25th at or after 7:00 p.m., in the Council Chamber, 601 4th Avenue East.

Below are the public comments received at the hearing and during the comment period, and a summary table of the public comments.

- [Public Comments](#)
- [Public Comments Summary Table](#)

View the Council's changes chapter-by-chapter (revisions in tracking format)

- [Foreword and Introduction](#)
- [Community Vision and Values](#)
- [Public Participation and Partners](#)
- [Natural Environment](#)
- [Land Use and Urban Design](#)
- [Transportation](#)
- [Utilities](#)
- [Public Health, Arts, Parks and Recreation](#)
- [Economy](#)
- [Public Services](#)
- [Capital Facilities Plan](#)

View the Council's changes in table summary format

[Summary Table](#)

[Have Questions or Want to Learn More About the Draft Comprehensive Plan?](#)

- Request a presentation about the update to your organization or neighborhood by emailing imagineolympia@ci.olympia.wa.us
- Call Imagine Olympia staff at **360.753.8314**

Updating Olympia's Comp Plan

Olympia is in the final stages of updating its Comprehensive (Comp) Plan. The Comp Plan expresses the community's vision and goals and sets policy direction for the next 20 years.

Between 2009 and 2013, over one thousand community members took part in "Imagine Olympia", sharing their thoughts about how to best shape our community and address collective challenges and opportunities.

- [What the Comp Plan Does and How it Guides the City's Plans and Actions](#)

[Have Questions or Want to Learn More About the Draft?](#)

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City Calendar		January 2014
		1
		2
		3
		4
		5
		6
		7
		8
		9
		10
		11
		12
		13
		14
		15
		16
		17
		18
		19
		20
		21
		22
		23
		24
		25
		26
		27
		28
		29
		30
		31

Police News

SUBSCRIBE TO GET WEEKLY UPDATES FROM OLYMPIA POLICE DEPT

City Calendar

11/21 - 2:30 p.m.
[Special City Council Meeting with Safe Energy Leadership Alliance](#)

11/24 -
[No Hearing Examiner Public Hearing](#)

11/24 - 12:00 p.m.
[Heritage Commission's Heritage Review Committee](#)

11/25 - 5:30 p.m.
[Special Study Session](#)

11/25 - 7:00 p.m.
[City Council Meeting](#)

→ [View full calendar...](#)

City Updates

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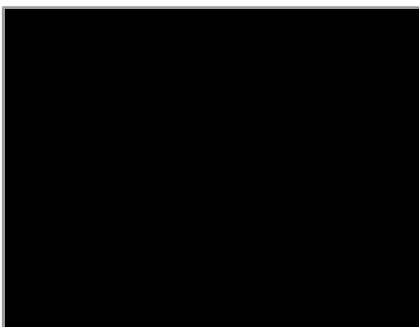
POLICE NEWS. Check out the latest edition of the [OPD Newsletter](#) for safety tips, crime stats and a look at what's happening behind the scenes at the Olympia Police Department

APPLY NOW FOR DOWNTOWN SAFETY PROGRAM FUNDING. Any downtown property owner, non-profit or business owner can submit a project proposal for the Downtown Safety Program which is part of the City Council's initiative to create a safe and welcoming downtown for everyone. **Submission deadline is 5:00 PM, December 1, 2014.** [More...](#)

Key Issues - What's Been Updated?

The draft updates include new demographic and background information, incorporation of master plans and other related planning efforts, and new goals and policies that reflect the desires of the community.

To increase public access to the Plan, text was edited to eliminate redundancy and for readability. It was also converted to a web-based format that allows for simple and intuitive viewing, searching, cross-referencing, sharing and printing of City Plans and other documents.



[Key Policy Issues Discussed by Public, Planning Commission and City Council](#)

- [Summary of Areas of Public Interest in the Comprehensive Plan Update](#)
- [19 Policy Issues Considered by the City Council February-May 2014](#)
- [Planning Commission Recommendations](#)

[Comparison Matrix: 1994 Comprehensive Plan and May 2013 Comprehensive Plan Draft](#)

This document provides a method to track where the goals and policies in the existing Comprehensive Plan (also called the "1994 Comprehensive Plan") may be found in the Planning Commission Hearing Draft.

When goals or policies have been significantly revised, removed or replaced, brief notes explain the reason for the change. The notes provided are not intended to be an in-depth description. For additional information about a particular goal or policy, please contact Associate Planner Stacey Ray at **360.753.8046**.

Currently Adopted Comprehensive Plan Chapters Compared to OPC Draft:

- [Chapter 1: Land Use](#)
- [Chapter 2: Environment](#)
- [Chapter 3: Sustainable Economy](#)
- [Chapter 4: Urban Growth Management](#)
- [Chapter 5: Utilities](#)
- [Chapter 6: Transportation](#)
- [Chapter 7: Parks, Arts and Recreation](#)
- [Chapter 8: Energy](#)
- [Chapter 9: Historic Preservation](#)
- [Chapter 10: Urban Forestry](#)
- [Chapter 11: Housing](#)
- [Chapter 12: Public Involvement](#)
- [Chapter 13: Public Safety](#)

How We Got Here - The Process

[Scoping the Update: 2009-2010](#)

During 2009-2010, the City asked community members to imagine the City over the next 20 years. We wondered, what are your hopes and dreams for Olympia? What are your priorities? What would a perfect day in the Olympia of the future be like?

This year-long conversation took place through meetings both small and large, online comments, mailed-in forms, a phone survey, as well as numerous personal interviews.

- [Community Conversations Summary \(2009\)](#)
- [Elway Telephone Survey \(2009\)](#)
- [Community Meeting Comments \(2010\)](#)
- [Scope of the Update with Commentaries \(2010\)](#)

[Focus Area Meetings: 2010-2011](#)

After reviewing the hundreds of comments collected during Phase 1, the Olympia Planning Commission hosted eight focus meetings to learn specific concerns and preferences of the community and to share the City's constraints and challenges around these issues. The focus areas were downtown, urban corridors, neighborhood planning and environmental stewardship.

COMPREHENSIVE PLAN

UPDATE. Olympia's Comprehensive Plan is in the final stages of the update process. You can view the current Council revised draft or learn more about the process on our [Imagine Olympia](#) page.

CAPITAL FACILITIES PLAN.

The [2015-2020 Preliminary Capital Facilities Plan](#) is now available for online viewing.

OLYMPIA MUNICIPAL CODE.

Quick link to codes and standards including [Olympia Municipal Code](#).

MEETINGS. [Agenda and Minutes](#)

[📅](#) for City Council and most advisory committees.

- [Focus Meetings Summary](#)
- [Focus Meeting Final Method and Data Report](#)

[Drafts and Planning Commission Recommendations: 2012-2013](#)

April Draft (2012)

City staff released the first draft of the Comprehensive Plan Update in April 2012. Recommended changes were based on the scope of the update and public input.

- [April Draft Public Comments](#)

July Draft (2012)

After reviewing and making revisions based on the draft released in April, the City released a July 2012 draft, upon which the Olympia Planning Commission would base their recommendations for City Council. The Commission held seven public hearings between July and October 2012.

- [July Draft Email Comments](#)
- [July Draft Hard Copy Comments](#)
- [Summary of Public Testimony from July 23 and 25, 2013](#)
- [2012 Public Comment Response Summary](#)





Planning Commission Recommendations

Following several months of reviewing the draft plan and accepting public comments, the Olympia Planning Commission submitted a recommendation to the City Council on March 18, 2013. Later in 2013, the Commission revised some of these recommendations, referred to as the 'Urban Neighborhoods' package, and forwarded their final recommendations to Council on December 16, 2013.

- [Planning Commission Final Recommendations \(May 2014\)](#)
- [Chair's Cover Letter & Addendum \(2013\)](#)
- [Individual Commissioner Letters \(2013\)](#)

[Council Process: 2014](#)

The City Council held 12 work sessions between February and May 2014 to discuss 19 policy issues presented in the Planning Commission Draft. The outcome was direction to staff on what should be presented in the City Council Public Hearing Draft released online July 1, 2014.

- [Policy Issues Considered by City Council February-May 2014](#)
- The City Council's first Public Hearing Draft was posted online July 1, 2014
- Informational Open Houses were held **Wednesday, July 9 and Thursday, July 10, 5:30-7:30 p.m. at City Hall**
- The City Council held public hearing **July 22, 7:00 p.m. at Olympia City Hall**
- View the City Council's first public hearing [Draft of the Comprehensive Plan](#) 
- **Need Help?** Use [this guide](#)  to tips on getting the most out of the online version
- View [public comments](#)  received by the Council at the July 22 public hearing
- Watch the [July 22nd public hearing](#) 
- The Council continued its discussion of the Comprehensive Plan at public meetings and work sessions August 12, September 9, September 16, October 7, and October 21.

What's Next?

After the City Council adopts an updated Comprehensive Plan document, there are other steps required by the State's Growth Management Act to be completed between 2014 and 2016. This includes updating development regulations for consistency with new policies, and review of the 20-year Capital Facilities Plan goals and policies. The Comprehensive Plan may be amended annually and a major update is required every eight years.

- [Learn how the Comprehensive Plan will be implemented through the Action Plan](#)

[back to top...](#)

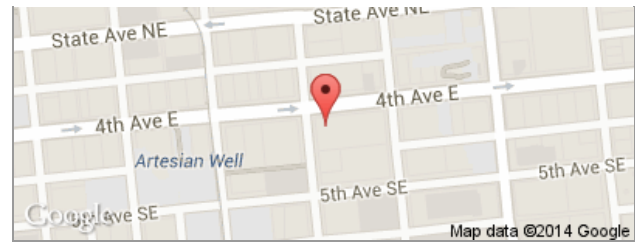
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Fact Sheet on Alleys

What is the definition of an alley?

The definition of an alley in the code is:

A public or private way at the rear or side of property permanently reserved as a means of vehicular or pedestrian access to a property. Functionally, an alley is the minimum or lowest classification of a street.

What does the current Comprehensive Plan say about alleys?

T 3.22 Alleys should be encouraged in new developments except where the site configuration or features (e.g., wetlands or steep terrain) impede their use, or where the additional impervious surface would cause stormwater problems. Alleys will:

- a. Allow alternate access to lots for service functions;*
- b. Allow more options for locating the garage on a lot; and*
- c. Allow for fewer curb cuts, more continuous sidewalks for pedestrians and more curbside parking along streets.*

Are alleys built in residential and commercial areas?

Yes, the Engineering Design and Development Standards (EDDS) states that alleys can be built in commercial and residential areas:

Alleys may be permitted at the rear of single family residential, multifamily residential, commercial, or industrial property. Dead-end alleys are prohibited. (EDDS 2.040 Requirements B. Streets and Alleys, 11)

What surface are alleys required to be?

Alleys must be paved with asphalt in commercial areas. In residential areas, the requirement is for concrete in the wheel path and grass for the remainder of the alley. (See EDDS sections 4B.160 for Surfacing Requirements, and drawings 4-6A, 4-2J, and 4-4A)

Can alleys be made of pervious materials?

This is not currently addressed in the EDDS. The reason for grass in residential alleys is to reduce impervious surfaces.

Can alleys be used to treat stormwater?

Current stormwater regulations do not permit stormwater management within the right-of-way. In a subdivision, stormwater has to be managed on a separate tract maintained by the home owners' association.

A large portion of downtown is tributary to the LOTT wastewater treatment plant where it receives exceptional water quality treatment. At this time there is no need to detain and treat

stormwater for a majority of the downtown. In addition, infiltration is poor in the downtown so permeable pavements are infeasible.

Are alleys public or private?

Alleys are typically public. Alleys can be private under certain circumstances:

Alleys not required for fire suppression access, solid waste collection, or other public purposes may be privately owned. Unless City Council approves an exemption, private alleys will conform to all improvement standards for public alleys, will be posted, and will meet all other provisions applicable to private streets. (EDDS 2.040 Requirements B. Streets and Alleys, 11)

Briggs Village and Woodbury Crossing are examples of where public alleys have recently been constructed. The Village at Mill Pond is an example of where private alleys are proposed to be constructed to City standards within private tracts. Stormwater management for the alley and adjacent roofs is being provided in infiltration trenches below the alleys. Maintenance of pavement and stormwater facilities in this case is all private.

Who maintains alleys?

The Public Works Department maintains public alleys on an as-requested basis. In the past, a budget for regular alley maintenance was in place, but this was cut out of the operating budget in the late 1990s.

In 2013, 53 requests for alley maintenance were made. Maintenance activities typically include grading, pothole patching, vegetation control for waste collection trucks, and building berms to control stormwater runoff.

What are some examples of alleys in new development?

Woodbury Crossing and Bay Hill are examples of subdivisions that built alleys. Whitmore Glen, Merryman Place and Whisper Ridge are subdivisions that did not build alleys. Briggs Village is an urban village that built alleys.

Along the Urban Corridors of 4th and State Avenues between Plum Street and Turner Street, alleys are generally retained with redevelopment. Examples include the dental office at 4th and Eastside, and the Salvation Army building on 4th and Central.

In the downtown, the new building and parking garage built by the Washington State Employees Credit Union is an example of new development that retained alleys. The planned state office building at 1063 Capitol Way proposes to vacate an existing alley. The Boardwalk Apartments on Capitol Way vacated alleys. The Port of Olympia East Bay Short Plat, which includes the Hands On Childrens' Museum did not build alleys.

PROS AND CONS OF ALLEYS

October 22, 2014

Note: Also see Fact Sheet on Alleys

PROS	CONS
<ul style="list-style-type: none">• Increased access to residential and commercial properties (street at front and alley at rear), and to potential accessory dwelling units behind homes.• Because alleys allow parking and/or garage access at the back of a property:<ul style="list-style-type: none">○ There are fewer curb cuts for driveways along the street frontage, reducing turning vehicles across the sidewalks, and improving the pedestrian safety and comfort.○ There can be more on-street parking.○ Building design is improved without driveways and garage doors (avoids “garagescape”).○ There is more space for street trees.• Consistent with City’s “neotraditional” design vision -- urban form that supports social interaction and a welcoming pedestrian environment (front porches instead of driveways and garages, for example).• Services such as recycling and waste collection can occur behind homes and businesses, which improves neighborhood street aesthetics.• Added emergency access (firefighting from rear).• More route options for bicyclists and pedestrians, and to a lesser degree, drivers. (Alleys are not convenient or intended as route options for drivers except to access individual properties.)	<ul style="list-style-type: none">• Reduce flexibility in the development of a property; more property must be dedicated to alleys in a site plan.• Funding is not in place to maintain the City’s current alleys. More alleys would be difficult for the City to maintain.• Because alleys are typically paved or compacted gravel, more alleys will result in more impervious surfaces. With more impervious surfaces, there will be more rainwater runoff that must be treated and/or conveyed offsite. Future Low Impact Development Standards may result in increased opportunity for pervious alleys.• Slight reduction in development density, unless off-set by less street right-of-way.• May not be consistent with some floor plans; plans may not include doorways and garages at rear of building.• Potential location for crime if an alley is not easily visible by people in adjacent buildings.

PROS	CONS
<ul style="list-style-type: none"> • Potential for better freight access for commercial uses (access can be provided through back door of businesses instead of front). • More public space for multiple uses (basketball hoops in residential areas, place making in downtown and mixed use areas, for example). • More efficient/less costly location for utility lines. • Helps provide a separation/buffer between different land uses in mixed use areas. • Adds capacity to street grid. Vehicles can choose to turn into an alley instead of a street which means at street intersections, there are fewer turning vehicles causing delay. • Buildings on narrow lots can more easily comply with the City's design criteria. 	

Articles about alleys:

http://www.tndtownpaper.com/Volume2/alleys_the_comeback_kids.htm

<http://sustainablecitiescollective.com/city-life/165271/reimagined-laneway>

http://www.architectureweek.com/2005/0720/building_1-1.html

<http://allaboutcities.ca/alleys-paths-to-urban-revitalization/>



City of Olympia

City Council

Continued Discussion on the 2015 Operating Budget and 2015-2020 Capital Facilities Plan to Conclude with Balancing of the Operating Budget

Agenda Date: 11/25/2014
Agenda Item Number: 6.B
File Number: 14-1154

Type: decision **Version:** 1 **Status:** Other Business

Title

Continued Discussion on the 2015 Operating Budget and 2015-2020 Capital Facilities Plan to Conclude with Balancing of the Operating Budget

Recommended Action

Committee Recommendation:

The Finance Committee will walk the full Council through their recommended funding changes at the meeting.

City Manager Recommendation:

Review the proposed recommendations and direct staff to prepare the necessary ordinances for the December 9th meeting.

Report

Issue:

This is an opportunity for the Council to ask questions, request additional information, and make changes to the Preliminary Operating Budget.

Staff Contact:

Jane Kirkemo, Administrative Services Director, 360.753.8499

Presenter(s):

Council will discuss Finance Committee recommendations and proposals from their November 18 meeting.

Background and Analysis:

The Finance Committee will distribute their recommended changes at the meeting.

Neighborhood/Community Interests (if known):

N/A

Options:

1) Accept the proposed recommendations and direct staff to prepare the necessary ordinances for the December 9th meeting.

2) Make additional changes and then direct staff to make necessary changes and prepare ordinances for the December 9th meeting.

Financial Impact:

The financial impact depends on the changes made.

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Budget/Financial Reports

Featured Links

[2015 Preliminary Budget](#)[2015 Preliminary Budget Summary](#)[2014 Budget](#)[2014 Budget Summary](#)[2014 Capital Facilities Plan](#)[2015 Preliminary Capital Facilities Plan](#)[2013 Financial Report](#)[Budget Dashboard](#)[Get Involved with the Budget](#)[Observe the Finance Committee](#)[Upcoming Meetings](#)

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You can now view the [2015 Preliminary Capital Facilities Plan](#) and the [2015 Preliminary Budget](#)



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Feedback

SUGGESTIONS ON WAYS TO IMPROVE, COMPLIMENTS AND COMPLAINTS



City Calendar

11/21 - 2:30 p.m.

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[Budget Saving Practices](#)

- [2014](#)  Accomplishments / Efficiencies
- [2007-2013](#), Working Towards a Balanced Budget
- [Interagency Boards/Committees](#)
- [Shared/Regional Services](#)

[Performance Report Card](#)

Includes financial and operating measures important to Olympia and its citizens. This data includes current and prior year overview comparisons, as well as charts and graphs that allow you to view trends over multiple years. Areas of focus include the following:


[Adopt a Sustainable Budget](#)

- [2014](#)
- [2013](#)

[Champion Downtown](#)

- [2013/2014](#)
- [2013/2012](#)
- [2012/2011](#)

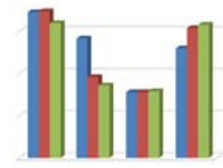
[Change the Culture of Community Development](#)

- [OlySpeaks](#)  makes it easier for the public to get involved in the important decisions that shape our community. OlySpeaks offers citizens the opportunity to provide input on projects, join ongoing discussions, and share ideas on a wide variety of topics. In addition, you can see what other community members are saying and vote or add your comments to help hone, develop and promote the best possible ideas for Olympia.

[Inspire Strong Relationships](#)

- Citizens, Councils, Commissions, and Boards all look to their local public agencies to provide more and improved services, while maintaining or reducing expenses. These conflicting demands can be met by sharing costs and resources between public agencies to meet the needs for service, while also minimizing additional costs. The City of Olympia joins [these agencies](#) in sharing both talent and costs.

Please check back as this information is updated throughout the year.



View Financial Reports

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Current and YTD sales tax and development & permitting fees collected

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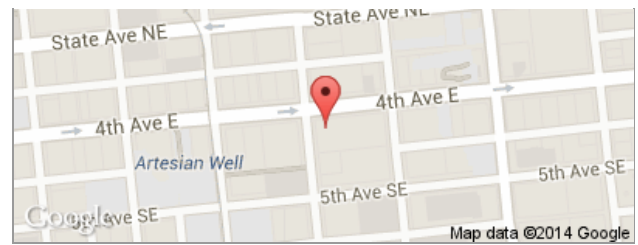
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and the delivery of services and resources.

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Project Funding Reports - General Government Projects

Project Funding Reports - General Government Projects: Parks

Parks Projects	Funding	2015	2016-2020	Total
Community Park Expansion	CIP Fund	\$ 75,000	\$ -	\$ 75,000
	Donation	\$ 15,000	\$ -	\$ 15,000
	Grant	\$ 75,000	\$ -	\$ 75,000
	Impact Fees	\$ 950,500	\$ 1,000,000	\$ 1,950,500
	SEPA Fees	\$ 170,000	\$ -	\$ 170,000
	State Legislative Appropriation	\$ -	\$ 1,500,000	\$ 1,500,000
Condition Assessment and Major Maintenance Program (CAMMP)	CIP Fund	\$ 250,000	\$ 1,250,000	\$ 1,500,000
Neighborhood Park Development	Impact Fees	\$ 120,000	\$ -	\$ 120,000
Open Space Acquisition and Development	Impact Fees	\$ -	\$ 800,000	\$ 800,000
	SEPA Fees	\$ 90,000	\$ 100,000	\$ 190,000
Parks Bond Issue Debt Service	Voted Utility Tax (V.U.T.)	\$ 1,439,400	\$ 2,403,850	\$ 3,843,250
Small Capital Projects	Impact Fees	\$ 1,000	\$ 75,000	\$ 76,000
	SEPA Fees	\$ 24,000	\$ 50,000	\$ 74,000
Total Parks		\$ 3,209,900	\$ 7,178,850	\$ 10,388,750

Parks Funding Recap	Funding	2015	2016-2020	Total
	CIP Fund	\$ 325,000	\$ 1,250,000	\$ 1,575,000
	Donation	\$ 15,000	\$ -	\$ 15,000
	Grant	\$ 75,000	\$ -	\$ 75,000
	Impact Fees	\$ 1,121,500	\$ 1,875,000	\$ 2,996,500
	State Legislative Appropriation	\$ -	\$ 1,500,000	\$ 1,500,000
	SEPA Fees	\$ 284,000	\$ 150,000	\$ 434,000
	Voted Utility Tax (VUT)	\$ 1,439,400	\$ 2,403,850	\$ 3,843,250
Total Parks		\$ 3,209,900	\$ 7,178,850	\$ 10,388,750

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**Project Funding Reports - General Government Projects: Transportation**

Transportation Projects	Funding	2015	2016-2020	Total
4th Avenue Bridge Railing Repairs	CIP Fund	\$ -	\$ 399,000	\$ 399,000
Bicycle Facilities (Program #0200)	Grant	\$ -	\$ 600,000	\$ 600,000
	CIP Fund	\$ -	\$ 250,000	\$ 250,000
Capitol Way Sidewalk — Union Avenue to 10th Avenue	Grant	\$ -	\$ 207,000	\$ 207,000
	CIP Fund	\$ -	\$ 138,000	\$ 138,000
Hazard Elimination Safety Projects (Program #0620)	Grant	\$ -	\$ 3,083,290	\$ 3,083,290
	CIP Fund	\$ -	\$ 544,110	\$ 544,110
Parks and Pathways — Neighborhood Pathways	Voted Utility Tax - Parks	\$ 25,000	\$ 125,000	\$ 150,000
	Voted Utility Tax - Pathways/Sidewalks	\$ 100,000	\$ 500,000	\$ 600,000
Parks and Pathways — Sidewalk (Program #0626/Fund #317)	Voted Utility Tax - Pathways/Sidewalks	\$ 900,000	\$ 4,500,000	\$ 5,400,000
	Stormwater Utility Rate	\$ 186,500	\$ 932,500	\$ 1,119,000
Pedestrian Crossing Improvements (Program #0122)	Grant -Federal	\$ -	\$ 40,000	\$ 40,000
	CIP Fund	\$ -	\$ 168,600	\$ 168,600
Sidewalk Construction (Program #0208)	CIP Fund	\$ -	\$ 153,400	\$ 153,400
Street Access Projects — ADA Requirements (Program #0309)	CIP Fund	\$ -	\$ 175,000	\$ 175,000
Street Repair & Reconstruction (Program #0599)	TBD	\$ 620,000	\$ 3,100,000	\$ 3,720,000
	CIP Fund	\$ 1,205,000	\$ 6,025,000	\$ 7,230,000
	Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
Total Transportation		\$ 3,311,500	\$ 22,315,900	\$ 25,627,400

Transportation Funding Recap	Funding	2015	2016-2020	Total
	CIP Fund	\$ 1,205,000	\$ 7,853,110	\$ 9,058,110
	Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
	Grant	\$ -	\$ 3,890,290	\$ 3,890,290
	Grant-Federal	\$ -	\$ 40,000	\$ 40,000
	TBD	\$ 620,000	\$ 3,100,000	\$ 3,720,000
	Storm Water Utility Rate	\$ 186,500	\$ 932,500	\$ 1,119,000
	Voted Utility Tax-Parks	\$ 25,000	\$ 125,000	\$ 150,000
	Voted Utility Tax-Pathway	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
Total Transportation		\$ 3,311,500	\$ 22,315,900	\$ 25,627,400

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Project Funding Reports - General Government Projects: Transportation with Impact Fees

Transportation Impact Fees Projects	Funding	2015	2016-2020	Total
2010 Transportation Stimulus Project Repayment	Impact Fees	\$ 436,013	\$ 2,181,112	\$ 2,617,125
Boulevard Road - Intersection Improvements (Program #0628)	SEPA	\$ 46,398	\$ -	\$ 46,398
	Impact Fees	\$ -	\$ 3,057,057	\$ 3,057,057
	Grant	\$ -	\$ 1,944,273	\$ 1,944,273
Cain Road & North Street - Intersection Improvements	SEPA	\$ 7,553	\$ -	\$ 7,553
	Impact Fees	\$ -	\$ 1,580,823	\$ 1,580,823
	Grant	\$ -	\$ 1,266,568	\$ 1,266,568
Fones Road—Transportation (Program #0623)	SEPA	\$ 23,385	\$ -	\$ 23,385
	Impact Fees	\$ -	\$ 9,057,437	\$ 9,057,437
	Grant	\$ -	\$ 7,256,890	\$ 7,256,890
Henderson Boulevard & Eskridge Boulevard - Intersection Improvements	SEPA	\$ 2,897	\$ -	\$ 2,897
	Impact Fees	\$ -	\$ 1,947,391	\$ 1,947,391
	Grant	\$ -	\$ 1,560,265	\$ 1,560,265
Log Cabin Road Extension - Impact Fee Collection (Program #0616)	SEPA	\$ 18	\$ -	\$ 18
	Impact Fees	\$ -	\$ 4,038,097	\$ 4,038,097
Wiggins Road and 37th Ave Intersection Improvements	SEPA	\$ 83,187	\$ -	\$ 83,187
	Impact Fees	\$ -	\$ 3,739,573	\$ 3,739,573
	Grant	\$ -	\$ 2,996,176	\$ 2,996,176
Total Transportation with Impact Fee		\$ 599,451	\$ 40,625,662	\$ 41,225,113

Transportation with Impact Fees Funding Recap	Funding	2015	2016-2020	Total
	Grant	\$ -	\$ 15,024,172	\$ 15,024,172
	Impact Fees	\$ 436,013	\$ 25,601,490	\$ 26,039,703
	SEPA	\$ 163,438	\$ -	\$ 163,438
Total Transportation with Impact Fees		\$ 599,451	\$ 40,625,662	\$ 41,225,113

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Project Funding Reports - General Government Projects: General Capital Facilities

General Capital Facilities Projects	Funding Sources:	2015	2016-2020	Total
Building Repair and Replacement (Program # 029)	CIP Fund	\$ 1,200,000	\$ 7,000,000	\$ 8,200,000
	Total General Capital Facilities	\$ 1,200,000	\$ 7,000,000	\$ 8,200,000

General Capital Facilities Funding Recap	Funding Sources:	2015	2016-2020	Total
	CIP Fund	\$ 1,200,000	\$ 7,000,000	\$ 8,200,000
	Total General Capital Facilities	\$ 1,200,000	\$ 7,000,000	\$ 8,200,000

Summary of Funding Sources for General Government Projects

Funding Sources:	2015	2016-2020	Total
CIP Fund	\$ 2,730,000	\$ 16,103,110	\$ 18,833,110
Donation	\$ 15,000	\$ -	\$ 15,000
Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
Grant	\$ 75,000	\$ 18,914,462	\$ 18,989,462
Grant - Federal	\$ -	\$ 40,000	\$ 40,000
Impact Fees	\$ 1,507,513	\$ 27,476,490	\$ 28,984,003
State Legislative Appropriation	\$ -	\$ 1,500,000	\$ 1,500,000
SEPA	\$ 447,438	\$ 150,000	\$ 597,438
Stormwater Utility Rates	\$ 186,500	\$ 932,500	\$ 1,119,000
TBD	\$ 620,000	\$ 3,100,000	\$ 3,720,000
Voted Utility Tax	\$ 1,439,400	\$ 2,403,850	\$ 3,843,250
Voted Utility Tax - Parks	\$ 25,000	\$ 125,000	\$ 150,000
Voted Utility Tax - Pathways/Sidewalks	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
Total General Government	\$ 8,320,851	\$ 77,120,412	\$ 85,441,263

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Project Funding Reports - Utilities Projects

Project Funding Reports - Utilities Projects: Drinking Water

Drinking Water Projects	Funding Sources	2015	2016-2020	Total
Asphalt Overlay Adjustments—Water (Program # 9021)	Rates	\$ 10,500	\$ 52,500	\$ 63,000
Groundwater Protection—Water (Program #9701)	Rates	\$ 100,000	\$ 995,000	\$ 1,095,000
Infrastructure Pre-Design and Planning—Water (Program #9903)	Rates	\$ 21,000	\$ 105,000	\$ 126,000
Reclaimed Water (Program #9710)	Rates	\$ -	\$ 225,000	\$ 225,000
	General Facility Charges (GFCs)	\$ -	\$ 175,000	\$ 175,000
Small Diameter Water Pipe Replacement—Water (Program #9408)	Rates	\$ 500,000	\$ 2,500,000	\$ 3,000,000
Transmission & Distribution Projects—Water (Program #9609)	Rates	\$ 2,607,000	\$ 8,532,000	\$ 11,139,000
	General Facility Charges (GFCs)	\$-	\$ 190,000	\$ 190,000
Water Source Development & Protection (Program #9700)	Rates	\$ 317,000	\$ 2,568,000	\$ 2,885,000
	General Facility Charges (GFCs)	\$ 50,000	\$ 732,000	\$ 782,000
Water Storage Systems (Program #9610)	Rates	\$ 2,940,000	\$ 3,428,000	\$ 6,368,000
	General Facility Charges (GFCs)	\$ 4,410,000	\$ -	\$ 4,410,000
Water System Planning (Program #9906)	Rates	\$ -	\$ 150,000	\$ 150,000
	General Facility Charges (GFCs)	\$ -	\$ 150,000	\$ 150,000
Total Drinking Water		\$ 10,955,500	\$ 19,802,500	\$ 30,758,000

Project Funding Reports - Utilities Projects: Wastewater

Wastewater Projects	Funding Sources:	2015	2016-2020	Total
Asphalt Overlay Adjustments - Sewer (Program #9021)	Rates	\$ 10,500	\$ 52,500	\$ 63,000
Infrastructure Predesign and Planning - Sewer (Program #9903)	Rates	\$ 37,200	\$ 186,000	\$ 223,200
Lift Stations—Sewer (Program #9806)	Rates	\$ 210,000	\$ 570,000	\$ 780,000
	General Facility Charges (GFCs)	\$ 100,000	\$ 1,800,000	\$ 1,900,000
Onsite Sewage System Conversions - Sewer (Program #9813)	General Facility Charges (GFCs)	\$ 150,000	\$ 1,750,000	\$ 1,900,000
Replacement and Repair Projects - Sewer (Program #9703)	Rates	\$ 815,000	\$ 2,495,000	\$ 3,310,000
Sewer Systems Extensions - Sewer (Program #9809)	Rates	\$ -	\$ 750,000	\$ 750,000
Sewer System Planning - Sewer (Program #9808)	Rates	\$ 21,000	\$ 105,000	\$ 126,000
Total Wastewater		\$1,343,700	\$7,708,500	\$9,052,200

Project Funding Reports - Utilities Projects: Stormwater

Stormwater Projects	Funding Sources:	2015	2016-2020	Total
Aquatic Habitat Improvements - Stormwater (Program #9024)	Rates	\$ 463,100	\$ 750,000	\$ 1,213,100
Flood Mitigation & Collection - Stormwater (Program #9028)	Rates	\$ 381,200	\$ 5,175,325	\$ 5,556,525
	General Facility Charges (GFCs)	\$ -	\$ 2,258,675	\$ 2,258,675
Infrastructure Pre-Design & Planning - Stormwater (Program #9903)	Rates	\$ 28,400	\$ 142,000	\$ 170,400
Water Quality Improvements - Stormwater (Program #9027)	Rates	\$ 70,000	\$ 504,350	\$ 574,350
	Stormwater Grants or Loans	\$ 210,000	\$ 1,513,050	\$ 1,723,050
Total Stormwater		\$ 1,152,700	\$10,343,400	\$ 11,496,100

Additionally: Included in the Transportation Section are Projects funded by transfers from the Stormwater Utility as follows:

Project	Funding Sources:	2015	2016-2020	Total
Parks and Pathways - Sidewalk	Stormwater Utility Rates	\$ 186,500	\$ 932,500	\$ 1,119,000
	Total	\$ 186,500	\$ 932,500	\$ 1,119,000

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Summary of Funding Sources for Utilities Projects

Funding Sources:	2015	2016-2020	Total
General Facility Charges (GFCs)	\$ 4,710,000	\$ 7,055,675	\$ 11,765,675
Rates	\$ 8,531,900	\$ 29,285,675	\$ 37,817,575
Stormwater Grants or Loans	\$ 210,000	\$ 1,513,050	\$ 1,723,050
Total Utilities	\$ 13,451,900	\$ 37,854,400	\$ 51,306,300

Combined Summary of Funding Sources for Both General Government and Utilities Projects

Funding Sources:	2015	2016-2020	Total
CIP Fund	\$ 2,730,000	\$ 16,103,110	\$ 18,833,110
Donation	\$ 15,000	\$ -	\$ 15,000
Gas Tax	\$ 275,000	\$ 1,375,000	\$ 1,650,000
General Facility Charges (GFCs)	\$ 4,710,000	\$ 7,055,675	\$ 11,765,675
Grant	\$ 75,000	\$ 18,914,462	\$ 18,989,462
Grant - Federal	\$ -	\$ 40,000	\$ 40,000
Impact Fees	\$ 1,507,513	\$ 27,476,490	\$ 28,984,003
State Legislative Appropriation	\$ -	\$ 1,500,000	\$ 1,500,000
Rates	\$ 8,531,900	\$ 29,285,675	\$ 37,817,575
SEPA	\$ 447,438	\$ 150,000	\$ 597,438
Stormwater Grants or Loans	\$ 210,000	\$ 1,513,050	\$ 1,723,050
Stormwater Utility Rates	\$ 186,500	\$ 932,500	\$ 1,119,000
TBD	\$ 620,000	\$ 3,100,000	\$ 3,720,000
Voted Utility Tax	\$ 1,439,400	\$ 2,403,850	\$ 3,843,250
Voted Utility Tax - Parks	\$ 25,000	\$ 125,000	\$ 150,000
Voted Utility Tax - Pathways/Sidewalks	\$ 1,000,000	\$ 5,000,000	\$ 6,000,000
Total	\$ 21,772,751	\$ 114,974,812	\$ 136,747,563

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City of Olympia

City Council

Approval of 2015 Legislative Agenda

Agenda Date: 11/25/2014
Agenda Item Number: 6.C
File Number: 14-1120

Type: decision **Version:** 2 **Status:** Other Business

Title

Approval of 2015 Legislative Agenda

Recommended Action

Committee Recommendation:

General Government Committee recommends focusing on a top priority, "***Investing in the Capital City***," and providing background information in a print packet about other issues of interest. See attachment #1 for the recommended 2015 Legislative Agenda.

City Manager Recommendation:

Move to approve the 2015 Legislative Agenda for discussion with local legislators.

Report

Issue:

Agree on a Legislative Agenda to present to local legislators and others.

Staff Contact:

Cathie Butler, Communications Manager, 360.753.8361

Presenter(s):

Consent Calendar item.

Background and Analysis:

The City Council's annual meeting with the 22nd Legislative delegation is scheduled for December 2. The meeting is an opportunity for local legislators and Council to discuss priorities for the upcoming session.

Enclosed is a draft legislative list based on preliminary Council feedback on November. Staff would appreciate clarify on the specific Olympia request for the three items mentioned my individual Councilmembers on November 18. Those items are highlighted in red / underline on Attachment #1.

Staff will prepare a print packet for distribution to the local delegation, including summary sheets on Olympia priorities, issue papers produced by the Association of Washington Cities, the Downtown Project Brochure, Council's Resolution on Neonicotinoid Pesticides.

Type: decision **Version:** 2 **Status:** Other Business

Neighborhood/Community Interests (if known):

N/A

Options:

Approve, amend, or do not approve the recommendations from General Government Committee.

Financial Impact:

N/A

City of Olympia - 2015 Legislative Agenda

DRAFT

TOP PRIORITY:

Investing in the Capital City with Funding for Local Services and Projects

- State Shared Revenue
- Authority for Local Revenue Options
- Funding for mental health, substance abuse, prevention, intervention, treatment and care, with an emphasis on youth prevention programs

OLYMPIA'S REQUEST:

State Shared Revenue / Local Authority Requests:

- Share marijuana tax revenues with local governments
- Maintain traditional State-shared revenues and funding for transportation and essential infrastructure
- Restore local liquor revenue sharing
- Remove the 1% annual lid on property tax increases
- Give cities authority to raise the Transportation Benefit District fee from \$20 to \$40 by vote of the municipal body

Olympia Project / Grant Requests:

- Support our requests for *staff is identifying a list of grants / funding we have or will apply for which will be included December 2 meeting materials*
-

Other Issues of Interest

Olympia supports the following requests and may testify if opportunities arise during the session.

Recreational and Medical Marijuana

Olympia's request:

Reconcile the recreational and medical marijuana markets to ensure legitimate patient access, enforceability, and compliance with federal expectations. This is also a top priority of the Association of Washington Cities.

Moratorium on Neonicotinoid Pesticide Use in Washington State

Olympia's request:

Adopt a policy of not purchasing or using any neonicotinoid pesticides for State purposes; support a State and/or national moratorium on sale and use of neonicotinoid pesticides; support and the federal Save America's Pollinators Act (H.R. 2692).

Medical Care for Felony Offenders

Olympia's request:

Amend RCW 70.40.130 to clarify that medical care for felony offenders is the responsibility of the agency housing offenders, not the arresting agency. Olympia police may arrest someone on a felony charge or warrant; however, County is responsible for housing felony offenders.

Police Body Cameras – Privacy and Disclosure Regulations

Olympia's request: ??

(From City of Seattle 2014 Legislative Agenda) Waive the two-party consent rule [RCW 9.73] pertaining to police video cameras (body-cams), identical to the exemption for Digital In Car video.

Tougher Penalties for Assault of Code Enforcement Officers.

Olympia's request:

Amend RCW 9A.36.031 to include assault of a code enforcement officer while performing their duties as third degree (felony) offense.

Main Street Business Tax Credit Program.

Olympia supports continuing this business tax credit which is a major funding source for the Olympia Downtown Association and their activities to enhance commerce in downtown.

State Employee Commute Trip Reduction Program

Olympia's request: ??

Energy Savings Planning

Olympia's request: ?? Collaboration with State Department of Enterprise Services on ????. Is there a legislative request?

Competitive Grant Funding for the Youth Athletic Facilities (YAF) program.

Olympia supports the Washington Parks & Recreation Association's request for a \$12 million allocation in funding in the 2015-17 Capital Budget for the YAF program.

~~WWRP Capital Funding.~~

~~*Olympia supports* the Washington Wildlife and Recreation Coalition (WWRC) request for \$97 million funding level for WWRP in the 2015-17 Capital budget. Also supporting the recommendation are the Recreation and Conservation Funding Board (RCFB), the Fish and Wildlife Commission, and the State Parks Commission.~~

Amendment to Amusement and Recreational Services Sales Taxes.

Olympia supports Department of Revenue requested legislation to simplify sales taxation of “amusement and recreation services” and to reduce the administrative tax collection burden associated with these services. The DOR requested legislation tightly defines a small subset of enterprise-related and entrepreneurial services by statutorily exempting those commonly provide by municipal and metro park districts, such as swim lessons; basketball, soccer, softball, and volleyball leagues.

Excerpt - Seattle 2014 Leg Agenda

allow for a more equitable application of the tax; and more progressive options regarding MVET.

To help better manage on-street parking and improve access to local businesses for all drivers (including those with disabled parking placards), we seek improvements to the disabled parking placard administration process and enforcement such that disabled parking placards are distributed to and used only for the benefit of those who need them.

We support the development of a full funding package for the SR 520 Replacement Project (SR 520 Project) that improves safety, improves the movement of transit, bikes, and pedestrians throughout the corridor and is consistent with the Memorandum of Understanding between WSDOT and the City of Seattle. We urge the State Legislature to fund continuing efforts in 2014 to advance the design of the West Side of the SR 520 Project and build upon the successful outreach and engagement efforts completed as part of the Seattle Community Design Process (SCDP) in 2012. Substantial progress has been made in refining project design near Seattle's neighborhoods and the Arboretum through collaboration with members of the community and the City of Seattle. Continued funding in 2014 is necessary to maintain the momentum, build upon the progress being made with the community and implement recommendations identified in the SCDP Final Report. We support the completion of analysis of tolling I-90. We also support establishing the authorization for tolling I-90.

We support additional resources for commercial vehicle safety enforcement and policies that equitably share the burden of responsibility for safety violations between drivers and equipment owners.

Public Safety

In addition to the issues identified in our highest priorities, we also support the continued use of automated traffic safety cameras and legislation that improves transparency and accountability. We seek legislation to remove barriers that currently limit the City's ability to release Digital In Car Video footage to the public. We also support a waiver of the two party consent rule pertaining to police video cameras (body-cams), identical to the exemption for Digital In Car Video.

We believe that local governments should have the ability to regulate firearms or weapons in public places to ensure the safety of their communities and local circumstances.

We support funding for WIN 211, which helps the public access important information and government programs and services, including after disasters.

Education

In addition to supporting efforts to reform education, the City supports maximum possible funding for Early Learning and Basic Education and seeks state support and recognition of Seattle's work to be an Innovation City offering universal preschool.

From: MRSC Insight

Emerging Issue: Police Body Cameras in Washington State

Posted on October 14, 2014 by Byron Katsuyama

The recent fatal shooting of the unarmed black teenager Michael Brown in Ferguson, Missouri, has greatly accelerated an already growing interest in the use of police body-worn cameras across the country and in several Washington communities.

These officer-activated cameras, which are small enough to clip to the officer's uniform or sunglasses, can record audio and video of police interactions with the public, providing a record of events that goes well beyond the limited view provided by the more familiar dash-mounted vehicle cameras. But what are the benefits, and what have police departments done in Washington?



Police body cameras have surged in popularity. Photo courtesy of West Midlands Police.

Benefits of Body Cameras

From the perspective of a suspicious public and media, body cameras are seen as a way to improve transparency and police accountability. For law enforcement, the cameras offer a way to effectively counter wrongful claims of misconduct. *Governing* magazine reports that more than 1,000 police departments nationwide are **currently using body cameras**, and many law enforcement officials believe that much of the violence and unrest that occurred in the Ferguson community could have been avoided if the officer had been wearing a camera. (According to *Governing*, all of Ferguson's police officers have now been equipped with the cameras.)

Several studies have supported these findings, demonstrating better accountability, reductions in police use of force, and improved behavior among both officers and citizens. Once people know that they are being recorded, they generally tend to moderate their behavior.

One **widely publicized study of the Rialto, California police department** in 2012 found that the cameras decreased the number of police misconduct claims by 88 percent and reduced the number of times officers had to use force by 60 percent. These findings alone offer some intriguing possibilities for significantly improving police-citizen interactions and avoiding what can sometimes be very costly judgments in misconduct cases.

Body Cameras in Washington State

In recent years, several Washington jurisdictions have either begun pilot programs to test body cameras in their own communities, or have already implemented the systems department-wide. MRSC has not conducted a survey, but according to news reports, these communities include:

- **Airway Heights** (cameras issued to all officers around 2009)
- **Bainbridge Island** (issued to all officers in 2011)
- **Bellingham** (began phasing in for all officers in Aug. 2014)
- **Bremerton** (pilot program, plans to issue to all officers in 2015)
- **King County** (pilot project proposed in Sept. 2014)
- **Liberty Lake** (voluntary use beginning in 2013, mandatory use beginning in 2014)

Follow

- [Pullman](#) (issued to all officers in 2013)
- [Seattle](#) (pilot program, hopes to issue to all officers by 2016)
- [Spokane](#) (pilot program, will issue to all officers in 2015)

One unique challenge is Washington's two-party consent law ([Chapter 9.73 RCW](#)), which requires the permission of both parties to record private conversations, although there are exceptions for urgent situations such as criminal activity and threats of bodily harm. It is unclear when and where body cameras may record audio, and the Attorney General's Office [has been asked for guidance on this issue](#) but has not yet issued an opinion.

Local jurisdictions have taken several different approaches so far, in accordance with what they think is permissible under state law. According to the articles above, Bremerton records audio and video, Bellingham records audio and video in public but officers must request permission to record in a private residence, officers in Spokane may record inside private residences but must turn off the cameras if asked by the occupant, and Seattle will only record video until the state legislature approves a specific exemption for body cameras, similar to the exemption for dashboard cameras that was approved in 2000 ([RCW 9.73.090\(1\)\(c\)](#)).

Has your community studied or deployed police body cameras? Have you developed policies for the use of body cameras? If so, please let me know by adding a comment below or [emailing me](#).

Other Questions and Resources

A number of other questions about usage, privacy, public records retention, cost, and management must be addressed before departments deploy body cameras. Here are some resources to help answer some of these questions.

- [Police Officer Body-Worn Cameras – Assessing the Evidence](#), by Michael D. White, PhD, Office of Justice Programs, U.S. Department of Justice, 2014
- [Implementing a Body-Worn Camera Program – Recommendations and Lessons Learned](#), Office of Community Oriented Policing Services, U.S. Department of Justice, 2014
- [Police Body-Mounted Cameras: With Right Policies in Place, a Win For All](#), By Jay Stanley, ACLU Senior Policy Analyst, October, 2013
- [Body-Worn Cameras Model Policy](#), International Association of Chiefs of Police (IACP) (can be purchased for \$9.25 from IACP)

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Act](#)
In "Legal"

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About Byron Katsuyama

Byron has over 30 years of experience in local government policy and administration research including such areas as forms of government, strategic planning, performance measurement, and general local government management. In his own community of Kirkland, Byron served for eight years as a member of the city's planning commission.

[View all posts by Byron Katsuyama](#) →

This entry was posted in [Public Safety](#). [Bookmark the permalink](#).

MRSC Insight

The Twenty Ten Theme. Blog at WordPress.com.

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issue brief

Maintain and Restore State-Shared Revenue



AWC Position

AWC will work to maintain existing state-shared revenues and oppose any further cuts. Cities and towns are willing to work with the state to explore ways to ensure that this funding remains available to our jurisdictions. AWC will continue to seek restoration of diverted liquor taxes as well as removal of the cap on liquor profits.

Background

State revenues distributed to local governments are the product of decades of past decisions. Without the promise of this revenue, cities would have sought local options and authorities. Instead, cities have come to rely on these state funds.

- The Legislature took over \$130 million of shared revenues over the last two biennia to help balance their general fund budget.
- Majority of the funding came from local share of liquor revenue.
- Smaller cuts were made to Streamlined Sales Tax (SST) mitigation, Municipal Criminal Justice, and City-County Assistance (6050) accounts.
- In the 2013-14 biennium, cities received more than \$150 million in liquor revenue, SST mitigation, municipal criminal justice, and city-county assistance.
- Restoring diverted liquor revenue would bring more than \$20 million per year back to cities and counties.

Outlook

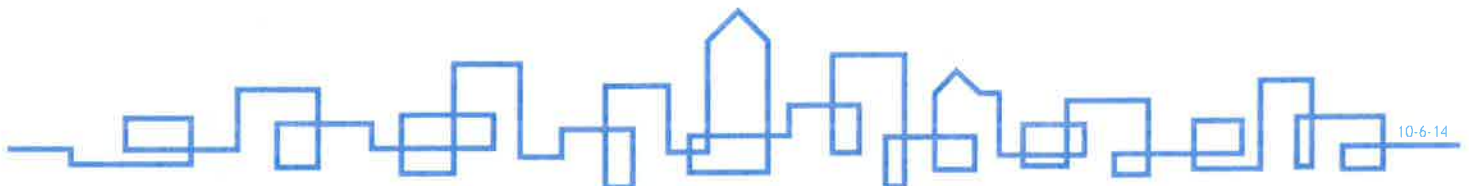
In 2012, the State Supreme Court ruled that the state was not funding *the paramount duty* to provide basic funding for K-12 education. To meet this obligation, the state will need to dedicate an additional \$1.2 - \$2 billion to education in the 2015-17 budget.

- The Legislature will need to raise new revenue, dedicate revenue from other sources, cut governmental services, or implement a combination of these.
- Legislators have differing opinions about how to best resolve the budget problem.
- Some legislators remain reluctant to support significant new revenue without major reforms.
- Other legislators are more concerned about implementing an all-cuts budget, which would end some state programs and require significant layoffs.
- New biennial budget must first be proposed by Governor in mid-December. This must include only those programs and services that can be funded with current revenue streams and forecasted yields.
- The Legislature must pass new budget prior to July 1, 2015, to avoid a shutdown.
- Many legislators tell city leaders they do not support more cuts to state revenue shared with cities. Without another source of revenue, however, shared revenues are at risk.

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issue brief

Revenue Options and Reforms



AWC Position

AWC will explore the possibility of enacting new revenue options and reforms to fund needed local services, and look at options for creating greater flexibility within existing funding sources for cities and towns. Options may include:

Lift the 1% Property Tax Cap

AWC supports revisiting the local government 1% property tax revenue limit to determine if there is a better local option approach that will balance the public's desire for property tax limitations with the reality of keeping pace with funding service needs.

Greater Authority and Flexibility for REET

Explore potential Real Estate Excise Tax (REET) changes as an option for enhancing needed infrastructure funding and maintenance.

Background

Our cities and towns all face revenue pressure and challenges. Over the past several months, AWC worked with cities to compile a list of ideas the Legislature could advance to help address the fiscal challenges they are facing. These ideas have been shared with the House Finance Committee at their request, and include providing options to allow lifting the 1% property tax cap, replacing it with something more sensitive to inflation, and providing greater authority and flexibility for REET.

1% Property Tax Cap:

- I-747, which passed in 2001, limited regular levies for all taxing districts to an annual increase of 1%, plus new construction.
- Prior to this law, levy increases were limited to 6%.
- Local governments currently have the option of levy lid lifts and excess levies. Both require voter approval, and neither permanently change the annual percentage increase allowed.

REET:

- Tax on the sale of real estate, usually paid by the seller.
- State levies at 1.28%.
- In 1982, cities and counties were authorized to impose an additional 0.25% to finance capital improvements. This is commonly referred to as REET 1.
- In 1990, cities and counties planning under the Growth Management Act were authorized to impose an additional 0.25% to finance capital projects specified in the capital facilities element of a comprehensive plan. This is commonly known as REET 2.
- Allowable uses for REET 1 and REET 2 are not the same, forcing cities and towns to track and account for them separately.

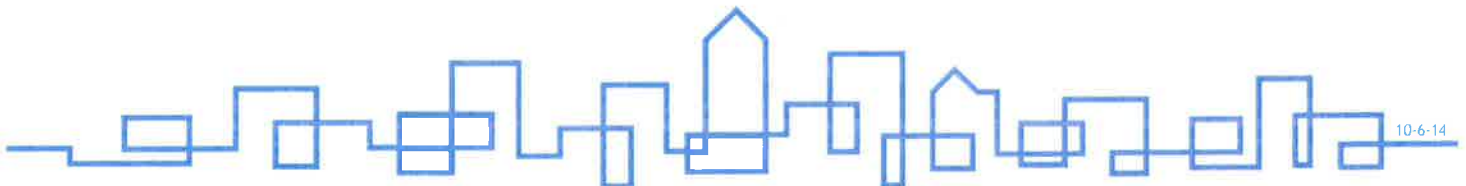
Outlook

- The Legislature may consider adjusting the 1% property tax limit to address their McCleary obligation to fund basic education. When considering this, legislators should be encouraged to evaluate property tax issues for local governments.
- Raising property taxes remains unpopular with many legislators and voters, so changes must be carefully vetted and considered.
- The Washington State Association of Counties has also expressed interest in lifting the 1% property tax limit.
- Realtors have historically opposed changes to our REET authority.
- Other local revenue ideas and options may be considered in the next legislative session.

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issue brief

Maintain and Restore Funding for Infrastructure



AWC Position

Stop divestment in programs that support basic local infrastructure, and have the state commit to a pathway to restore historic levels of investment and partnership in these key programs. Cities and towns and the state must continue to partner on emerging infrastructure challenges to build strong communities and economic opportunities that generate jobs and revenue. Cities are willing to work with the state and explore ways to fund this important priority.

Background

- In response to the recession, the state has systematically reduced investment in basic infrastructure programs that benefit cities.
- Over a billion dollars have been diverted from the Public Works Trust Fund (PWTF).
- \$250 million has been transferred from the toxic cleanup accounts to the state's general fund.
- Dedicated funding was eliminated, and appropriations to the Centennial Clean Water infrastructure grant program have been reduced over several years.
- The state continues to rely on cities and towns to bear the brunt of costs associated with stormwater management.

Outlook

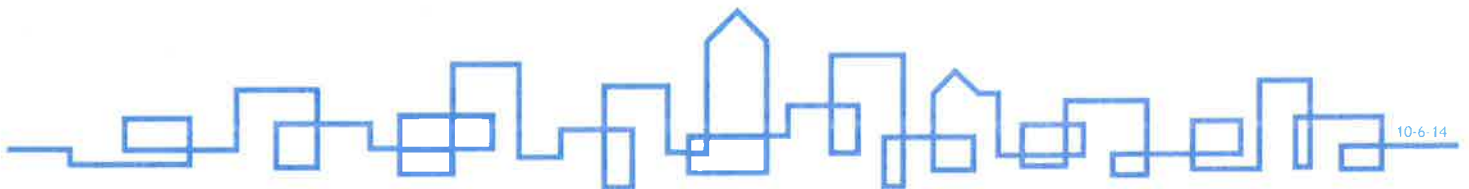
- Investments that affect state general-fund dollars face the highest hurdles (for example, restoration of PWTF revenue streams).
- Proposals that preserve dedicated funds for their intended purposes may have the best chance (preserving the PWTF cash resources to fund the 2016 loan list, preservation of MTCA toxic funds for traditional purposes, and halting general-fund transfers and raids).
- Significantly increased investments in capital bond dollars, like proposals to increase spending on the Centennial Clean Water program, will face competition within the capital budget. This issue is exacerbated because the state skipped adopting a capital budget in 2014.
- Work continues on a potentially large infrastructure bond package centered on water supply in the Yakima basin, flood control in the Chehalis Valley, and stormwater investments. Proponents of this package believe it can address some of the critical infrastructure issues facing local governments. Other jurisdictions have serious questions about the revenue streams and focus of the proposal. This proposal may or may not go to the ballot.

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issue brief

Transportation Funding



AWC Position

AWC supports a comprehensive transportation package that addresses city transportation needs.

AWC advocates for new and enhanced local transportation revenue options, and to refrain from transferring funds out of state grant programs.

AWC advocates to address city safety and mobility concerns related to increases in freight rail traffic, including increased funding at both the state and federal levels.

Background

- The transportation budget is primarily funded by the motor vehicle fuel tax and other sources such as licenses, permits, and fees.
- A portion of the state gas tax is distributed directly to cities and towns, and funds the TIB.
- With increases in inflation, use of fuel efficient vehicles, and a decrease in vehicle miles traveled, the purchasing power of the gas tax has significantly declined.
- The state is now faced with insufficient funding for maintenance and preservation, the ferry system, and other new transportation projects.
- Transportation Benefit Districts (TBD) can impose specific taxes and fees to fund local transportation projects and maintenance.
- The Legislature failed to agree on a statewide transportation revenue proposal in 2013-14.

Outlook

There is general, bipartisan support for transportation projects and infrastructure investment, but the details have hindered progress on passage of a statewide revenue proposal.

- Recent issues with mega-projects and the ferry system have made some legislators reluctant to increase taxes for transportation projects and WSDOT.
- There is disagreement between political parties on whether a state package should include support for transit and bike/ped projects.
- With the McCleary decision looming, legislators are hesitant to raise revenue to address issues other than education.

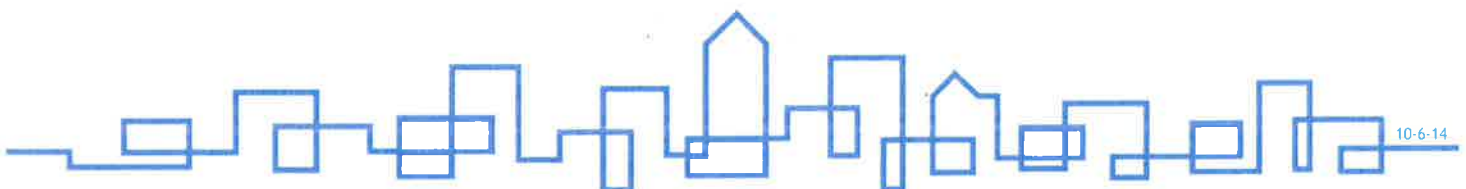
Freight Rail Safety

- There is a need to address rail congestion and safety impacts to local communities.
- AWC's Freight Rail Committee is developing recommendations for consideration by state and federal authorities to address impacts.

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issue brief

Marijuana



AWC Position

Preserve existing local regulatory authority over marijuana related businesses, and share marijuana excise tax revenue with cities and towns to address criminal justice needs and other local impacts.

- AWC opposes any preemption of local authority over traditional land use, licensing, local taxes and fees, and other regulatory functions in regards to marijuana production or distribution.
- To support the success of I-502 and diminish the impact of the illegal market, cities need a share of anticipated I-502 revenues to cover efforts on education and criminal justice.
- AWC supports reconciling the recreational and medical marijuana markets to ensure legitimate patient access, enforceability, and compliance with federal expectations.

Background

- I-502 passed in 2012, creating a regulated market for marijuana production, distribution, and possession for persons over 21.
- I-502 created a three-tiered excise tax system adding up to 75% in excise taxes, but no taxes come back to local governments.
- Liquor Control Board chose 334 as the first bench mark number of retail marijuana stores in Washington.
- The Legislature has an opportunity to redirect the revenue that I-502 originally dedicated to the basic health program (that has been eliminated due to the expansion of Medicaid).

- In January 2014, the Attorney General issued an opinion reaffirming local authority to regulate marijuana businesses, allowing cities to continue to use zoning, licensing, and regulatory authority.
- Medical marijuana remains unregulated and has the potential to impact the recreational market.
- The state must respond to the federal mandate set forth by the Department of Justice for adequately regulating legalized marijuana.

Outlook

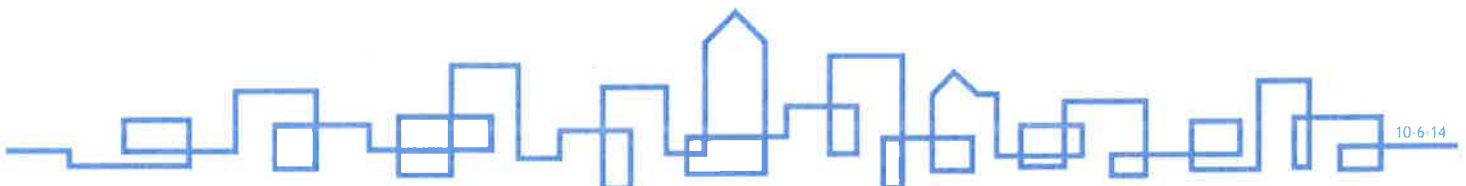
In the 2015 session, the Legislature will be able to make changes to the initiative without a two thirds vote requirement; however, the issue remains complex.

- Pressing budget problems of the McCleary (education) decision and slow economic recovery mean both houses are reluctant to share revenue with local governments.
- Attempts in 2014 to limit cities' local authority to regulate or ban marijuana businesses indicate that this debate will continue, and it could be coupled with deciding how to allocate revenue to cities.
- Regulating medical marijuana is a priority, but there is still some disagreement about how it should be accomplished.

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City of Olympia - 2015 Legislative Agenda

DRAFT

TOP PRIORITY:

Investing in the Capital City with Funding for Local Services and Projects

- State Shared Revenue
- Authority for Local Revenue Options
- Funding for mental health, substance abuse, prevention, intervention, treatment and care, with an emphasis on youth prevention programs

OLYMPIA'S REQUEST:

State Shared Revenue / Local Authority Requests:

- Share marijuana tax revenues with local governments
- Maintain traditional State-shared revenues and funding for transportation and essential infrastructure
- Restore local liquor revenue sharing
- Remove the 1% annual lid on property tax increases
- Give cities authority to raise the Transportation Benefit District fee from \$20 to \$40 by vote of the municipal body

Olympia Project / Grant Requests:

- Support our requests for *staff is identifying a list of grants / funding we have or will apply for which will be included December 2 meeting materials*
-

Other Issues of Interest

Olympia supports the following requests and may testify if opportunities arise during the session.

Recreational and Medical Marijuana

Olympia's request:

Reconcile the recreational and medical marijuana markets to ensure legitimate patient access, enforceability, and compliance with federal expectations. This is also a top priority of the Association of Washington Cities.

Moratorium on Neonicotinoid Pesticide Use in Washington State

Olympia's request:

Adopt a policy of not purchasing or using any neonicotinoid pesticides for State purposes; support a State and/or national moratorium on sale and use of neonicotinoid pesticides; support and the federal Save America's Pollinators Act (H.R. 2692).

Medical Care for Felony Offenders

Olympia's request:

Amend RCW 70.40.130 to clarify that medical care for felony offenders is the responsibility of the agency housing offenders, not the arresting agency. Olympia police may arrest someone on a felony charge or warrant; however, County is responsible for housing felony offenders.

Tougher Penalties for Assault of Code Enforcement Officers.

Olympia's request:

Amend RCW 9A.36.031 to include assault of a code enforcement officer while performing their duties as third degree (felony) offense.

Main Street Business Tax Credit Program.

Olympia supports continuing this business tax credit which is a major funding source for the Olympia Downtown Association and their activities to enhance commerce in downtown.

Competitive Grant Funding for the Youth Athletic Facilities (YAF) program.

Olympia supports the Washington Parks & Recreation Association's request for a \$12 million allocation in funding in the 2015-17 Capital Budget for the YAF program.

WWRP Capital Funding.

Olympia supports the Washington Wildlife and Recreation Coalition (WWRC) request for \$97 million funding level for WWRP in the 2015-17 Capital budget. Also supporting the recommendation are the Recreation and Conservation Funding Board (RCFB), the Fish and Wildlife Commission, and the State Parks Commission.

Amendment to Amusement and Recreational Services Sales Taxes.

Olympia supports Department of Revenue requested legislation to simplify sales taxation of "amusement and recreation services" and to reduce the administrative tax collection burden associated with these services. The DOR requested legislation tightly defines a small subset of enterprise-related and entrepreneurial services by statutorily exempting those commonly provide by municipal and metro park districts, such as swim lessons; basketball, soccer, softball, and volleyball leagues.