

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 [jayedler@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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Jennifer Healy	413 Quince St NE	360 970 0448
GREG HEALY	413 QUINCE ST NE	360 790 8665
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STATE AVENUE REZONE PETITION

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STATE AVENUE REZONE PETITION

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STATE AVENUE REZONE PETITION

PAGE

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Holly Gadbaw
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 Gadbaw

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

- Olympia Master Builders -
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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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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 there interest of full complaince with the Open Mettings 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)

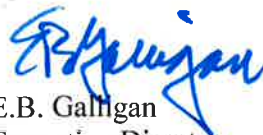
“Coordinate with the Port of Olympia ~~on~~ in ensuring adequate truck access routes, freight rail, and, as needed on air and water transportation needs.”

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
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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

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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

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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.*

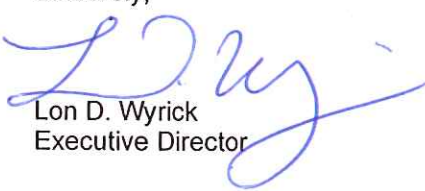
- Is Olympia policy consistent with regional policy regarding urban corridors?
 - *Olympia was a founding partner on the Vision Reality Task Force in 2004-2005; the City was also a partner on the Urban Corridors Task Force in 2009-2011, adopting a joint resolution with Lacey, Tumwater, and Thurston County 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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