

David Ginther

From: J Ward <nukegrrrl@aol.com>
Sent: Monday, December 30, 2024 5:02 PM
To: David Ginther
Subject: My Statement for Capital Mall Triangle Subarea Plan

I think this is the second Capital Mall triangle I have had the privilege of participating in. I remember the last time I did this, I was a student at Evergreen in a program with some urban planning credits. Our professor used the Capital Mall triangle planning for examples in class. He was so upset that Oly missed the mark on making a more equitable and enjoyable Westside for people that aren't developers. So I'd like to pipe up now in honor of that professor.

In the Capital Mall triangle we need more busses, more frequent busses, and busses that actually run at night. Like I checked today's schedule at the Cinemas at the mall and saw a movie that starts at 11pm. It would be nice to know that I could take a bus there, and maybe even back home. The bus transit center at the mall is kinda depressing & cavernous. Needs better placement, visibility & design. So more frequent buses, more buses going to the mall, and better transit station at the mall.

We need better pedestrian infrastructure. It is extremely difficult to walk around the outside of the mall and its parking lots. Like I was shopping at the mall with my husband a few weeks ago. He got an urge to go to World Market. So we walked from where the Best Buy is to "The Promenade" development with the World Market. We thought "Promenade" means "walking"? And I vaguely remember how when that Promenade area was built around 20 years ago it was sold to us Olympians like it would be Oly's own version of University Village. But it was almost impossible to walk there! On our walk from Best Buy to The Promenade there was a faded at-grade sidewalk, no separation from vehicles, we had to cross lanes of heavy vehicle traffic, then there's one narrow and steep sidewalk with a lot of traffic on one side and a rock wall with some graffiti on the other. My husband and I joked that it was like we were being punished for trying to walk in that area instead of driving. U Village it is not! Also a lot of the sidewalks there seemed to have weird heights or not enough curb ramps/access points. So more better, safer, pedestrian access.

Beyond the mall along Harrison there's not enough crosswalks and bus stops. Every time I'm travelling on Harrison between Cooper Pt Rd & Division St I see so many jaywalkers and folks looking for places to cross. I don't blame them at all because the road design favors vehicles in the worst way. Last night I was looking for a bus stop along Harrison. They were spaced pretty far apart and a lot of uphill walking if heading from Cooper Pt to Division. Then the bus drove right past a guy at a stop even though he was standing up and waving his arms. So more crossings on Harrison and better bus stop placement.

The Capital Mall triangle is in bad need of a better park than Yauger Park. It's all the runoff from the mall parking lots, then it dries up, then kids play baseball in all that runoff dust. I have friends and family that won't let their kids play there. Also it's kind of a bleak and blighted park. The 98502 zip is the lowest income zip code in the county so that makes it all seem extra inequitable. So there needs to be more and better parks and rec areas for folks living in and visiting the neighborhood.

I could really care less about the controversy behind Chik Filets corporate policy. What bugs me though about that Chik Filet that's going in where Fujiyama was, is that we've been getting told that the Capital Mall triangle is getting redeveloped with pedestrians in mind. But a fast food restaurant that relies on drive thru lines of vehicles around the block is so not that! So design Capital Mall triangle for pedestrians and not drive thrus.

The vast wasteland of parking lots at the mall, especially on the JC Penney's side and also the old Mervyns/Frederick & Nelsen side, need to be infilled with housing. Tall, transit and shopping adjacent, hopefully affordable, housing. Even at Christmas I didn't see those parking areas fill up. So please put lots of dense housing in there.

Thanks for listening and good luck with the project. Westside is the Best Side!

Sincerely,
Jenney Ward
Olympia, WA

From: northbeachcomm@cs.com
Sent: Wednesday, December 4, 2024 6:09 PM
To: Councilmembers
Cc: David Ginther
Subject: Comp Plan for Capital Mall Triangle plan; VOTE "NO"

DEC 4

Hello City of Olympia;

The Olympia Planning Commission weighed in on a planned action ordinance that would pave the way for redevelopment of the Capital Mall Triangle area on the Westside of Olympia. Many of us here in NW Olympia have been attending these meetings for the past 3 years. Many of us have made public comments. The City has ignored our public comments. This new plan for the Capital Mall area will include allowing taller buildings and more flexible parking requirements. These 'flexible parking requirements' mentioned, means...NO PARKING STALLS FOR MANY OF THESE PROPOSED HIGH RISE DEVELOPMENTS. THE PEOPLE WHO WILL LIVE IN THESE UNITS WILL HAVE NO PARKING IN THE BUILDING. THEY WILL HAVE TO PARK ON OUR TINY RESIDENTIAL STREETS, OR HAVE TO TAKE THE BUS. The city has no safe bike lanes, my 2 neighbors were badly injured by traffic when they rode their bikes here on the Westside. It is NOT SAFE.

The 2014 Comprehensive Plan called for the Capital Mall Triangle area, bounded by Cooper Point Road, Black Lake Boulevards and Harrison Avenue, to "evolve into an urban neighborhood with a mix of jobs, housing, services" and remain an important economic driver. This means that the City will ignore the traffic jams that we endure during rush hours here on the West side of Olympia. The City tells us to "take the bus", many of us cannot take our groceries on the bus, or do our chores and business in the city, using the bus that is limited service. People cannot get to their jobs with the current bus service, they cannot haul their children to day care on the bus, without help. It is a nightmare for the elderly.

The ordinance, which was presented at the commission's meeting on Monday, Dec. 2, would increase maximum building heights in parts of the Capital Mall Triangle subarea. This will effect the huge storm water issue near Black Lake Blvd. This will effect our ability to get to hospitals and schools on time, in a schedule. This means that high rise buildings will be next to our small 2 bedroom cottages near Harrison AVE NW. These proposed high rise units are out of scale with our neighborhoods. Please do not destroy our neighborhoods. These high rise occupants will park on our tiny crowded streets. The awful NW Olympia traffic during rush hour, will be 3 X4 times worse than it already is!

Please vote "NO" on this new Ordinance, this Comp Plan for Capital Mall Triangle area. This is not for "low income" individuals, check out the income requirements; this is Market rate housing, EXPENSIVE!

Thanks;
L. Riner
2103 Harrison
OLY., WA 98502

From: Tamara Holmlund <tamarholm@gmail.com>
Sent: Monday, January 6, 2025 12:24 PM
To: David Ginther
Subject: Capitol Triangle

Re: Capitol Triangle Subarea plan

To the Community Planning and Development Department

As residents of the southwest side of Olympia, we are excited about proposed upgrades to the Capitol Triangle subarea. Particularly, we are pleased to hear there may be better pedestrian amenities, a park or community gathering space, and reduced parking lot area.

We are concerned about vehicle traffic. This needs significant attention, as Black Lake Boulevard has severe congestion at the Cooper Pt and the Harrison intersections at certain times of day. This results in people cutting through the SW Neighborhood on 4th and 9th Avenues and using Decatur and Percival as throughways. These are residential streets with a lot of foot traffic and families and children on bikes. We fear that the vehicle traffic concerns on Black Lake, Cooper Point, and Harrison are not receiving the needed attention to avoid (or improve) the increasing vehicle traffic (often speeding) through these residential streets.

Thank you for your attention to this matter,
Tamara Holmlund & Jon Peschong
Percival St SW

From: Colleen Graney <colleena569@gmail.com>
Sent: Monday, January 6, 2025 4:43 PM
To: David Ginther
Cc: Colleen Graney
Subject: Capital Mall Triangle Subarea Planned Action Ordinance

Dear Mr. Ginther,

Hello, thank you for reading my comments regarding the proposed development on the West Side of Olympia, information obtained from: olympiawa.gov/triangle.

My family has lived on the West side of Olympia for close to 40 years now. There has been a lot of development over the years and one notices the increased traffic, decreased parking, and longer lines at the grocery store. Congestion already exists on the Westside with many apartment buildings already having been constructed.

- If the planning commission wants to move forward with some apartment development I am going to veto 8 story buildings with no assigned parking spaces.
- Also, the community should have some input into what the apartments look like. The examples I am thinking of are the newer apartments built throughout downtown that all look the same.
- With the weather of the northwest people do like to walk but also need to be able to drive to the store in inclement weather, i.e. where do I park my car.
- Building more apartment buildings will increase congestion with less parking if there is nothing assigned for each living space.

" HDC-4 area height 60' – 75' (6-7 stories) Base: 105' (8 stories) Incentive: Up to 12 stories (130') allowed for on-site affordable housing that is located near transit and within the height incentive overlay (note: no change to zone scale transition measures) HDC-3 area height 60' – 75' (6-7 stories) Base: 75' (7 stories) Incentive: Up to 8 stories (90') allowed for affordable housing (note: no change to zone scale transition measures) "

From OLYMPIA TRIANGLE SUBAREA PLAN – Plan Concept

Also, with the increases in temperature, more buildings and concrete always makes it hotter.

Implementing development will increase the population very quickly. It will not be a gradual or natural development and growth. There are already so many businesses on the Westside, all the stores around Capital Mall, down Harrison, up and down Cooper point road. Really how much more do you want to cram in there.

I would support identifying empty or under utilized buildings and starting there for building apartments. We should also consider preserving existing trees that are located in pockets throughout the area surrounding Capital Mall.

Clearly it is a complex project with many things to consider.

In summation: No high rise apartment buildings, all new apartments should have designated parking. Utilize unique architecture forms and maintain any existing trees.

Sincerely,
Colleen Graney
1831 Elliott Ave NW
Olympia, WA 98502
colleena569@gmail.com

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David Ginther

From: jasperh@olympus.net
Sent: Monday, January 6, 2025 4:50 PM
To: David Ginther
Subject: Capital mall triangle sub area plan

To whom it may concern: some thoughts on the Capital Mall Triangle plan

I think Olympia is right to look at the excessive surface parking, and say, what can we do with this area? The idea of some public plaza type-area in the center of the mall area is really appealing. It would be nice to preserve the several tracts of trees that have been set aside around the mall, maybe with connecting paths added through them for more easy transportation.

Also on the transportation front, the thing that I hope isn't dismissed is that there is already a fair amount of inadvertent connectivity in and around Capital Mall. Walking and biking access is limited by the massive arterial streets all around, so better crossings, etc. would be fine there. Internally to the mall and surrounding shopping areas, there's often an available route to get where you need to go, because of the amount of paved areas, and especially outlets/driveways present. If Bing Street is a feasible connection, or whatever else comes along with any developments, then so be it. However, pretending like there isn't anything currently on the ground and slapping a street grid over the top is a recipe for debacle. This area is not, I mean not at all, close to being connected in a standard street network. I mean, I guess it's fine to draw up some outlines as long as one is under no illusion of it actually happening.

From my current perspective, a wholesale redesign would be a bit unnecessary, but I think an adjustment of priorities using the existing resources would work well. I'm thinking of strategically adding sidewalks and bike lane striping to things that right now are treated more like parking lot access roads. Also there could be pedestrian paths that can be added to connect from Harrison into the central mall area, hopefully not wildly overbuilt. Maybe there's a reason why these options wouldn't work, but I thought I'd throw them out there.

Thanks for reading this if somebody is,

Jasper Hawkins

To: City of Olympia

From: Betsy Norton, Olympia resident (Evergreen Parkway)

RE: Capital Mall subarea plan

Date: January 6, 2024

I am very glad we are going to make use of the mall area in a more environmentally and resident-friendly way. I have some suggestions for details:

1. "affordable housing".

- The average Social Security benefit (per the SSA) is now \$1976/mo or \$23,712/year¹.
- Full time 2025 minimum wage gross income, at 16.66/hour is \$33,320².
- Houseless people in the neighborhood I'm assuming are even lower than Seniors.

The current plan to allow incentives to developers to provide 'affordable housing' defined as 80% of median for the county for 30% of their units, will therefore build housing that is still much too expensive for these groups of people.

Please consider lowering the required % of median income for the development incentives or require a mixed – income scheme that creates SOME affordable housing for the lower income groups, including blue-collar, service sector employees and seniors dependent largely on their SSA check.

residents who need affordable housing	Annual income	% Thurston 2023 median income
houseless individual's income	\$ -	0%
average SSA annual income	\$ 23,712.00	26%
full time minimum wage annual income	\$ 33,320.00	36%
80% of Thurston median income	\$ 73,217.60	80%
thurston median income (2023)	\$ 91,522.00	100%

2. LU-9 Urban neighborhood tree code application

I would strongly encourage you to avoid the use of 'fee in lieu' of meeting tree canopy requirements in the subarea. It's nice to have trees in the boulevards, but they are not shading people walking next to buildings, not shading the buildings, not providing an visual break from built structures for the people living in multi-unit housing. Olympia should be planting trees in open spaces and parks independent of developer fees.

In addition, every tree left standing is providing ecosystem services to sequester carbon, filter the air and provide important stormwater management and habitat for birds, insects and other living things. Mature trees left on site will be much more useful in this regard than saplings. Please endeavor to leave as many trees in place as possible.

3. U-11 – 14

- a. When seeking partners for the catalyst sites, I'd advocate for selectivity here – prioritize businesses which are locally owned and operated, employ local people,

¹ January 2, 2025 data from SSA: <https://www.ssa.gov/faqs/en/questions/KA-01903.html>

² <https://www.lni.wa.gov/workers-rights/wages/minimum-wage/>

and reflect the creative, environmentally conscious and some what bohemian character that I most love about Olympia.

- b. Consider providing outdoor rain/sun cover for plazas and walkways so that they can be used throughout the year.
 - c. Seriously consider plans that provide pedestrian/bike ONLY areas with transit/disabled only street access internal to the triangle – all parking and car-enabled streets only/primarily on the triangle perimeter.
4. LU-17 – anti-displacement. A 5-year rent stabilization program is fine, but I would limit the increases to 50% of annual CPI rather than using a fixed 7%. (7 is too high)
 5. LU-20 - in 'streamlining' the development process it's really important that NO environmental standards and analyses are bypassed. For instance, with much taller buildings, earthquake analysis needs to be thorough. With the increasing challenges of climate change and much higher residential density, stormwater and wastewater systems need to be appropriately scaled and conditioned so that they operate effectively and reliably.
 6. Nowhere in this plan do I see a plan to house the people living outside in and around the mall and connected with necessary services for addiction and mental health. This needs to be added since they are likely to be displaced by these developments.

Thank you