

Point of concern: Transportation – Vehicle Trip Cap EIS although better, I see potential harm to future higher density. Much of the transportation language regarding vehicle trips seems prescriptive and may cause development to not occur because the traffic engineer calculus assumes the number of vehicles to increase with density. When, in fact, certain levels of density decrease the number of vehicles traveled as walking, micromobility, and public transit eventually provide faster solutions over private motor vehicles. This is common in most major cities when population concentration makes even the widest of roads impossible to overcome. My other concern is that an additional trip EIS study could drive up time and costs when approving projects. It may be harmful to high density development for developers who currently do not develop in Olympia. **IF legally possible, the trip cap study requirements should have an exception added for a density bonuses in which a development plans for a density above 20 units per acre. I would go as far as recommending a lowered fee cost and a faster approval development cycle for any development that focuses on meeting any of our climate, housing, affordability, or transportation needs.**

- **Eliminate the following:**
 - Commercial, Industrial, Institutional, places of assembly, recreation/amusement, residential, and restaurant parking requirements
 - Minimum Lot Sizes
 - Setbacks
 - Maximum Building heights
 - Maximum Building Coverage
 - Maximum impervious surface coverage
 - Maximum Hard Surface
 - Additional district-wide Development Standards
 - Minimum Lot Area
- **Add the following:**
 - A Park Plan – The Action Ordinance does not speak to this. Potentially elsewhere.
 - Restrict new drive-throughs, fast-food, and low density single-use development below 20 units per acre, including new construction on boarding roads and streets.

I believe this is generally good work, but nothing matters until change occurs within the Triangle. I highly recommend the Plan, EIS, and Action Ordinance be adjusted every five years to ensure that a dense and walkable neighborhood develops within the Triangle. Additionally, future CPED director or Economic Director should work with developers from throughout the region to ensure development does occur.