

**Olympia Draft Comprehensive Plan**  
**Summary and Options for Considering Public Comments**  
**City Council Meeting August 12, 2014**

**1.0 Vision & Values**

<b>Comments</b>
<ul style="list-style-type: none"> <li>• Confusion about where the overall vision and values for the community are within the Plan</li> <li>• Recommend the concept of Olympia as being a “Capital City” be emphasized as a focal point of identity</li> <li>• Policies regarding wildlife protection should better reflect the corresponding vision and value statements (Note: addressed under “Wildlife Habitat” section below)</li> <li>• There is no mention of “efficiency” in the “Public Services, What Olympia Values” statement, page 20.</li> </ul>
<b>Background</b>
<p>As part of a chartered scope of work, the City Council charged the Planning Commission with recommending an update to the existing City Vision statement, which they did through a subcommittee that reviewed existing language and new public comments. These are contained in the second chapter of the Draft Comprehensive Plan, with an excerpt and link to that chapter at the beginning of each of the other chapters (exceptions: Introduction and Capital Facilities Plan chapters.)</p> <p>Regarding the comment on efficiency in public services, the statement as written states that “Olympia residents value the protection our police, fire and emergency medical services provide”. It could be assumed that any service provided by the City is and should be efficient so adding the statement could be redundant. It is also important to recognize that in the realm of Public (Safety) Services, effectiveness is also paramount. It could be very budget efficient to have less employees assigned to Public Services but efficiency would suffer and the residents would no longer value that service. Therefore a blend if efficiency is to be called out, effectiveness must also be included.</p>
<b>Options</b>
<p>Amend Comprehensive Plan’s Vision &amp; Values section to better emphasize Olympia as a “capital city”, including as one option the specific language proposed by Mr. Sugarman in his 7/22/14 email.</p> <p>Amend Comprehensive Plan’s Public Services Vision &amp; Values statement to include “efficient and effective” or leave as is assuming the residents expect both aspects to be integral to Public (Safety) Services.</p>

**2.0 Street Connectors and Other Transportation Issues**

<b>Policy PT 4.21 Evaluating Street Connections</b>
<b>Comments</b>
<ul style="list-style-type: none"> <li>• Not all street connections should be analyzed unless there are objections to that street connection.</li> <li>• Remove the policy to evaluate street connections or perform this analysis at an earlier planning</li> </ul>

<p>stage.</p> <ul style="list-style-type: none"> <li>This policy contradicts other street connectivity policy and seems to discourage connectivity.</li> </ul>
<p><b>Background</b></p> <p>Background on Street Connectivity can be found here: <a href="http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections">http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections</a></p>
<p><b>Options</b></p> <ul style="list-style-type: none"> <li>Change the policy to evaluate street connections only when there are objections. See the optional language provided in the FEIS analysis on street connectivity policy. <a href="http://olympiawa.gov/~media/Files/Imagine%20Olympia/FINAL%20SEIS%20Comp%20Plan%20Update%20Issued%20012414/Draft%20Revised%20FEIS%202013%20Issued%20012414.pdf">http://olympiawa.gov/~media/Files/Imagine%20Olympia/FINAL%20SEIS%20Comp%20Plan%20Update%20Issued%20012414/Draft%20Revised%20FEIS%202013%20Issued%20012414.pdf</a></li> <li>Change the policy to evaluate street connections only under exceptional circumstances, as recommended by staff in April 22, 2014. See the staff report from April 22, 2014. <a href="https://olympia.legistar.com/LegislationDetail.aspx?ID=1733391&amp;GUID=339C01D0-1311-40A7-A587-798D0A8928ED">https://olympia.legistar.com/LegislationDetail.aspx?ID=1733391&amp;GUID=339C01D0-1311-40A7-A587-798D0A8928ED</a></li> <li>If an analysis is required, the City should perform the analysis prior to designating future street connections as part of master plans, sub-area plans and capital facilities programs.</li> <li>Remove this policy from the plan.</li> </ul>
<p><b>Revision to Policy PT 4.21 Evaluating Street Connections</b></p>
<p><b>Comment</b></p> <p>Criteria do not evaluate the potential to reduce vehicle miles travelled and greenhouse gas reductions. Street connections can improve travel choice and system operations and thereby reduce impacts on the environment.</p>
<p><b>Background</b></p> <p>Background on Street Connectivity can be found here: <a href="http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections">http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections</a></p>
<p><b>Option</b></p> <p>Revise policy PT 4.21, in bill format as follows below:</p> <p><i>PT 4.21 Pursue all street connections because a well-connected street system improves the safety and efficiency for all modes of travel. When a street connection is proposed to an existing residential neighborhood, the developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. In all cases, priority will be given to pedestrian, bicycle and emergency vehicle access. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:</i></p> <ul style="list-style-type: none"> <li><i>Effects on the overall city transportation system</i></li> <li><i>Effects on reduced vehicle miles travelled and associated greenhouse gases</i></li> <li><i>Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated</i></li> <li><i>Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists</i></li> <li><i>Impacts on directness of travel for emergency-, public-, and commercial-service vehicles</i></li> <li><i>An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections</i></li> <li><i>An assessment of traffic volumes at the connection and whether projected volumes are expected to exceed the typical range for that classification of street</i></li> <li><i>Identification of topographical barriers or environmental constraints that make a connection infeasible</i></li> <li><i>Bicycle and pedestrian safety</i></li> </ul>

- Noise impacts and air pollution
- Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets
- Effectiveness of proposed traffic-calming measures
- Consideration of the information in Appendix A of this chapter

**Revision to Policy PT 4.21 Evaluating Street Connections**

**Comment**

Change criterion to instead compare volumes to those consistent with the residential neighborhoods conditions.

**Background**

Background on Street Connectivity can be found here: <http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections>

In policy PT 4.21, a criterion for evaluating a new street connection relates to whether the expected volumes on that street will be consistent with the classification of that street.

**Option**

Revise policy PT 4.21, in bill format as follows below:

*PT 4.21 Pursue all street connections because a well-connected street system improves the safety and efficiency for all modes of travel. When a street connection is proposed to an existing residential neighborhood, the developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. In all cases, priority will be given to pedestrian, bicycle and emergency vehicle access. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include:*

- Effects on the overall city transportation system
- Opportunities for making additional connections that would reduce neighborhood impacts of the connection being evaluated
- Impacts on directness of travel for pedestrians, bicyclists, transit users, and motorists
- Impacts on directness of travel for emergency-, public-, and commercial-service vehicles
- An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections
- An assessment of traffic volumes at the connection and whether projected volumes ~~are expected to exceed the typical range for that classification of street~~ would exceed a level consistent with residential neighborhoods.
- Identification of topographical barriers or environmental constraints that make a connection infeasible
- Bicycle and pedestrian safety
- Noise impacts and air pollution
- Likelihood of diverting significant cross-town arterial traffic on to local neighborhood streets
- Effectiveness of proposed traffic-calming measures
- Consideration of the information in Appendix A of this chapter

**Decatur Street and 16<sup>th</sup> Avenue Street Connections**

**Comments**

Multiple parties recommend removing Decatur Street and 16<sup>th</sup> Avenue connections from the plan.

**Background**

The plan describes future street connections on Decatur Street, SW and 16<sup>th</sup> Avenue, SW. The history of these proposed connections can be found here:

<http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections#comp>

Where these street connections are referenced in the plan, there is a note that any decision on whether to open Decatur Street and 16<sup>th</sup> Avenue as connections for motor vehicles will not be made until the West Olympia Access Study (WOAS) Phase II is complete. Phase II of WOAS, which is focused on the local street analysis, is planned from 2014-2016. View a flyer on the WOAS.

(<http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/~media/Files/PublicWorks/Transportation/WestOlympiaAccessStudyOctober2013.pdf>.)

**Option**

Remove the planned street connections at Decatur Street and 16<sup>th</sup> Avenue before WOAS Phase II, the local street analysis phase of the study, is complete.

**Remove Decatur and 16<sup>th</sup> Avenue References in Transportation Appendices**

**Comment**

Remove references to Decatur and 16<sup>th</sup> Avenue in Appendix A and B of the Transportation Chapter of the Plan.

**Background**

The plan describes future street connections on Decatur Street, SW and 16<sup>th</sup> Avenue, SW. These connections are described in Appendix A and Appendix B of the Transportation Chapter. The history of these proposed connections can be found here: <http://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/street-connections#comp>

**Option**

Remove from Transportation Chapter Appendix A the text that follows to title “Decatur Street and 16<sup>th</sup> Avenue Connections,” as shown in strikethrough format below:

~~*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.*~~

~~*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) These connections would be made contingent upon completion of Phase II of the Olympia West Access study.*~~

Remove Decatur Street and 16<sup>th</sup> Avenue from Transportation Chapter Appendix B, as shown in strikethrough format below.

~~*Street Connections*~~

- ~~• 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 Avenue~~

~~*\*The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study.*~~

<b>Safety of Newly Connected Streets, PT 4.23</b>
<b>Comments</b>
<p>A drafting error occurred in the Council's public hearing draft of the plan for Policy 4.23. In this draft of the plan, Policy PT 4.23 reads:</p> <p style="padding-left: 40px;">“PT4.23 Build bicycle and pedestrian facilities, traffic calming devices and any other functional improvements, as needed, to address safety concerns on newly connected streets at the time when street connections are made. This policy applies to arterials, major collectors and neighborhood collectors. These improvements must be made to the segment of street between the intersections of two comparable or larger street classes.”</p> <p>The policy language accepted by the City Council at the April 22, 2014, City Council meeting should be used. See the staff report.  <a href="https://olympia.legistar.com/LegislationDetail.aspx?ID=1733375&amp;GUID=8A48A93B-7DBE-4881-B7B3-68A39CECEFFD">https://olympia.legistar.com/LegislationDetail.aspx?ID=1733375&amp;GUID=8A48A93B-7DBE-4881-B7B3-68A39CECEFFD</a></p>
<b>Background</b>
<p>Staff had recommended the alternative language at the April 22, 2014, City Council work session based on continued discussions with Olympia Planning Commission representatives Jerry Parker and Roger Horn. However, a drafting error resulted in this alternative not being brought forward to City Council at its regular meeting directing staff to finalize its Public Hearing Draft Comprehensive Plan.</p>
<b>Options</b>
<p>Revise policy PT 4.23 to read:</p> <p style="padding-left: 40px;">"PT 4.23 Address safety concerns on newly connected streets and build any needed improvements at the time when street connections are made. Define what constitutes safety improvements in the Engineering Design and Development Standards."</p>

<b>Alleys</b>
<b>Comments</b>
<p>Several parties recommend that alleys be encouraged not required, as is included in the draft plan.</p>
<b>Background</b>
<p>At the April 17, 2014, Land Use and Environment Committee (LUEC) meeting, Policies PT 3.5 and 3.6 related to alleys were discussed. The City Manager recommended that alleys be encouraged instead of required, as recommended by the Olympia Planning Commission. See the April LUEC staff report.  <a href="https://olympia.legistar.com/LegislationDetail.aspx?ID=1709862&amp;GUID=A8CC0CC9-7FE4-4465-ACB7-AD332F70695B">https://olympia.legistar.com/LegislationDetail.aspx?ID=1709862&amp;GUID=A8CC0CC9-7FE4-4465-ACB7-AD332F70695B</a></p> <p>The current draft reflects language that alleys be required.</p>
<b>Options</b>
<ul style="list-style-type: none"> <li>• Revise PT 3.4, 3.5 and 3.6 to be consistent with the City Manager’s recommendation, as follows: <p style="padding-left: 40px;">PT3.4 <del>Require</del> <u>Encourage</u> alleys <del>where feasible and practical</del> and retain alleys as public right-of-way.</p> <p style="padding-left: 40px;">PT3.5 <del>Require</del> <u>Encourage</u> alleys <del>where feasible and practical</del> 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 style="padding-left: 40px;">PT3.6 The "practicality" and "feasibility" of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other</p> </li> </ul>

~~processes.~~

- If the current language for PT 3.4 and 3.5 is to be retained, modify PT 3.6 as follows:

~~PT3.6 The "practicality" and "feasibility" of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes.~~

PT 3.6 Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development. These criteria should include, but not be limited to, consideration of site topography, surrounding development, environmental constraints, current or future potential alley connectivity, and stormwater management.

### Transportation-General

#### Comments

The plan should not include language that is overly prescriptive or absolute mandates. Revise policies to allow flexibility for site-specific characteristics and changes in market conditions.

#### Background

Some policies use terms such as "require," or express policies in absolute terms. These policies are guidance for the City's development code.

#### Options

Specific changes were recommended, as follows:

PT 7.4 ~~No street will exceed~~ Streets should generally not exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block when adding **capacity** to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.

PT 17.5 ~~Require~~ Encourage or incentivize 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.

PT 23.1 Separate sidewalks from motor-vehicle traffic with buffers of trees and landscaping where feasible.

PT 23. 4 ~~Require continuous awnings over the sidewalk along building frontages in densely developed areas to protect pedestrians from weather; encourage them everywhere else.~~ Require incorporation of awnings and other design features designed to protect pedestrians form the elements along downtown building frontages where feasible to do so in light of existing streetscapes, and encourage them for other densely-developed commercial and residential areas.

### Transportation - Related to the Port of Olympia

#### Comments

Specific language changes are recommended by the Port of Olympia.

<b>Background</b>
Coordination with the port and other regional partners is addressed in multiple policies under the subsection “Regional Planning” in the Transportation Chapter.
<b>Options</b>
<p>Revise policy language as follows:</p> <p>PT 29.6 <del>Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed on air and water transportation needs.</del></p> <p>PT 29.6 <u>Consider the importance of providing adequate truck access routes, freight rail, and, as needed, air and water transportation needs necessary to the Port of Olympia operations.</u></p> <p>Add text to Appendix A, Downtown and City Center Transportation Issues:</p> <p>“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 bicycle safety, <u>the potential for noise and air quality effects to adjacent properties, as well as the potential for adverse economic impacts to Port of Olympia Marine Terminal operations.</u> <del>and the potential noise and air quality effects they could have on adjacent properties.”</del></p>

### 3.0 View Protection & Waterfront Uses

<b>Comments</b>
<p>Various parties commented on the proposed Land Use and Urban Design goal and policies (GL8 and Policies 8.1 through 8.5, as well as related policies PL 3.3, 6.1 and 6.10). Most generally supported the concept of preserving some valued public views, but some expressing concern that implementing regulations may unduly limit property rights and future development – especially in the downtown area. There was also concern expressed about these policies’ possible inconsistencies with the approach to views in the recently-adopted Shoreline Master Program (SMP), and expressing preference for the SMP approach. In general, comments called for:</p> <ul style="list-style-type: none"> <li>• more specific or stronger policies of view protection – such as in association with the Capitol Campus, from State Avenue, or along the waterfront</li> <li>• objections to the inclusion of the examples list in proposed Policy 8.5, contending it was too extensive or would create undue expectations, or both</li> <li>• revising the view policies in the Draft Plan to more directly support the density goals of the Plan or call for analysis of impacts on the ability to achieve those density goals</li> <li>• removing the view policies in the Draft Plan and instead have a single policy calling for a public process to identify and preserve views</li> <li>• retaining the existing view policies and protections in the current Comprehensive Plan</li> <li>• retaining a general policy of view protection from defined viewpoints, but maintaining flexibility in the process of defining those views over time.</li> <li>• adding flexibility to PL 6.10 to allow public buildings to be sited within view corridors when the</li> </ul>

<ul style="list-style-type: none"> <li>entire public would benefit from them being in a view location</li> <li>remove reference to absolute building heights in Policy PL 8.5</li> </ul>
<b>Background</b>
<p>Olympia’s current Comprehensive Plan policy is to, “Protect, to the greatest extent practical, scenic views of the Capitol Dome, Budd Inlet, Mount Rainier, the Black Hills, Capitol Lake, and the Olympic Mountains from designated viewing points and corridors.” (Policy LU 2.2.) This policy has resulted in current regulations limiting building heights on some blocks downtown and between Budd Inlet and East and West Bay Drives, and in a design regulation requiring consideration of views from certain streets. The proposed new goal and policies would shift the emphasis from street views to viewpoints. Section 24 (page 113) of the revised <a href="#">Final Environmental Impact Statement</a> examines potential impacts of the proposed scenic view goal and policies.</p>
<b>Options</b>
<ul style="list-style-type: none"> <li>Remove examples lists from Policy 8.5.</li> <li>Readopt current Policy 2.2 or a variation thereof.</li> <li>Remove GL 8 and its policies and replace with a single policy calling for a public process to identify and preserve views</li> <li>Revise Policy 6.10 to allow flexibility for public buildings in view locations if there’s significant public benefit</li> </ul>

<b>Waterfront</b>
<b>Comments</b>
<p>Comments included the importance of the Yacht Club and its historic significance to Olympia, importance of views, desire for more shoreline open space and public access, a preference for water-oriented uses along the waterfront, recognition that regardless of potential future changes Capitol Lake is currently a lake and should be referred to as such in the plan, recognition that Capitol Lake needs maintenance, preference for retaining Capital Lake as a lake, historic importance of the waterfront, and need to address flooding and sea level rise. Most of these comments asked the Council to closely examine the draft Plan in these respects, rather than making specific proposals.</p>
<b>Background</b>
<p>The draft Plan addresses the waterfront in many respects. In general it calls for the City to work with the State with regard to Capitol Lake (part of the Capitol Campus)(Policy PN 4.4), to continue to address flooding and sea level rise (Goals GU 10 and 11), and to seek parks, trails, open space and public access along the shoreline where appropriate (Goal PR 5). The Comprehensive Plan includes a provision near the end of the Natural Environment chapter that, once approved by the Washington Department of Ecology, the goals and policies of the Olympia Shoreline Master Program will become part of that chapter of the updated Comprehensive Plan.</p>
<b>Options</b>
<p>Adopt specific revisions to Policy PN 4.4, Goals GU 10 and/or 11, Goal PR 5, or other portions of the Comprehensive Plan.</p>

<b>Comments</b>
<p>PN4.4 – Change language to “management of the Capitol Lake basin” to make clear that more than the lake to be managed. Capitol Lake may not be there indefinitely.</p>
<b>Background</b>
<p>PN4.4 currently states “Support the process for determining a balanced and sustainable approach to the</p>



management of Capitol Lake; participate when the opportunity is available as a party of significant interest in the outcome.”
Options
Add the word “basin” to PN4.4: “Support the process for determining a balanced and sustainable approach to the management of <u>the Capitol Lake basin</u> ; participate when the opportunity is available as a party of significant interest in the outcome.”

Comment
The Olympia Yacht Club suggests that the Comprehensive Plan should support keeping Capitol Lake.
Background
The currently proposed policy, PN 4.4, is based on Council direction that was given at the time that the City was an appointed member of the Capitol Lake Adaptive Management Plan (CLAMP) Steering Committee. City Council at that time entered an “Undecided” vote, with the following explanation, “ <i>The City of Olympia supports improved sediment management, improved water quality, and improved social and economic conditions as significant outcomes. However, it cannot endorse or concur with any of the management alternatives without several prerequisites. The City strongly recommends that the State put in place a reliable, financially supportable, and thorough implementation plan. This must include a long-term financial commitment to achieve the outcomes listed above. Any plan must include a strong and enduring commitment by all entities towards long-term management, an implementation strategy and work plan that identifies dedicated short and long term funding, and a basin wide approach with key actions in both the upper watershed and Budd Inlet.</i> ” <a href="http://www.des.wa.gov/SiteCollectionDocuments/About/CapitolLake/24-SteeringCommitteeRecommendation(September2009).pdf">http://www.des.wa.gov/SiteCollectionDocuments/About/CapitolLake/24-SteeringCommitteeRecommendation(September2009).pdf</a>
Option
<ul style="list-style-type: none"> <li>• Modify the proposed policy to clearly support a Lake or Estuary outcome.</li> </ul>

### 4.0 Urban Corridors

Public comments include several suggestions regarding Urban Corridors (addressed below). General background materials about this coordinated land use and transportation concept:

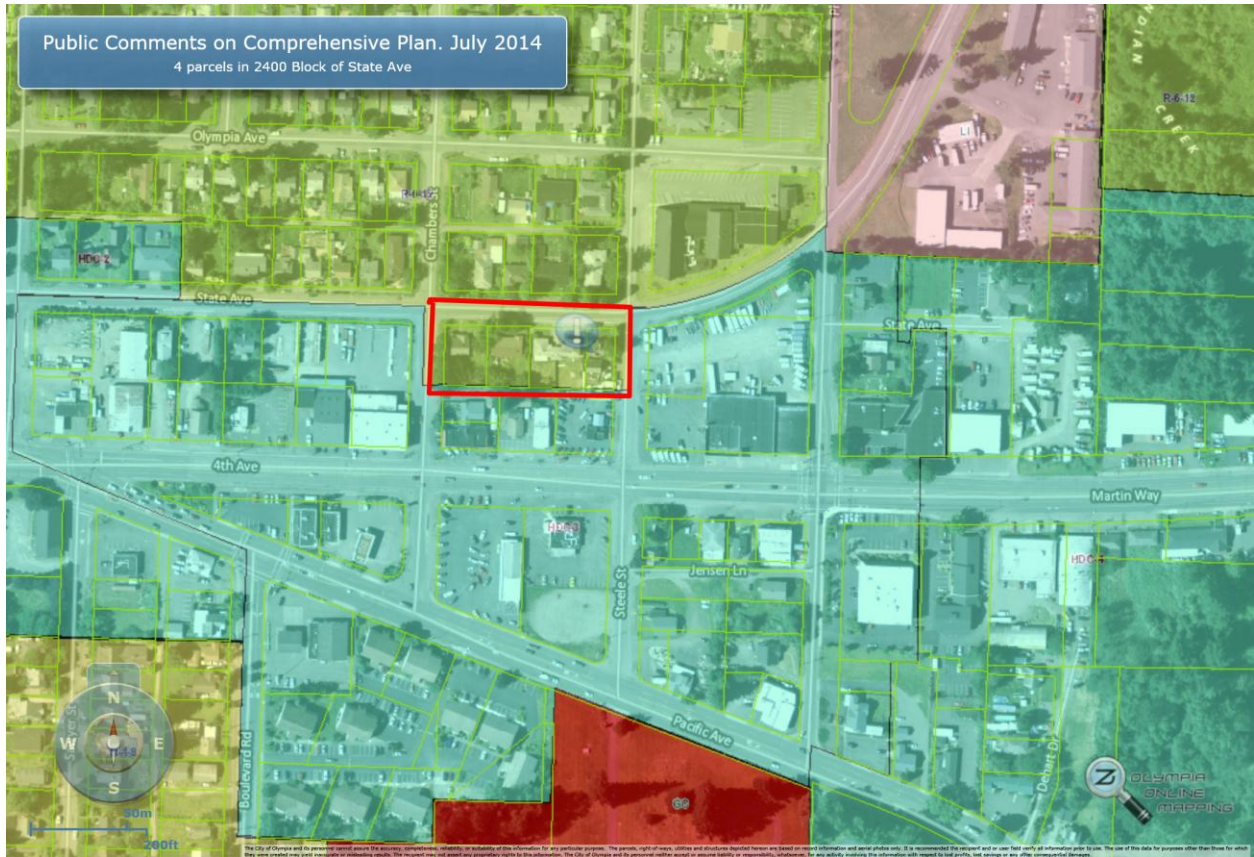
- General Urban Corridors webpage: <http://olympiawa.gov/city-services/planning-and-zoning/long-range-planning/Urban%20Corridors>
- FAQ on Urban Corridors: <http://olympiawa.gov/city-services/planning-and-zoning/long-range-planning/~media/Files/CPD/Planning/urban-corridors/corridors-FAQ.pdf>
- Staff report form April 8 Study Session on Urban Corridors: <https://olympia.legistar.com/LegislationDetail.aspx?ID=1692896&GUID=128B35E9-4F31-45B0-999C-8E3513052E6B>
- Final Environmental Impact Statement - Analysis of Reduced Urban Corridors (Page 151): <http://olympiawa.gov/~media/Files/Imagine%20Olympia/FINAL%20SEIS%20Comp%20Plan%20Update%20Issued%20012414/Draft%20Revised%20FSEIS%202013%20Issued%20012414.pdf>

<b>Remove 4<sup>th</sup> &amp; State between Plum and Fir from Urban Corridor</b>
Comments
Recommended by several commenters.
Background
During 2013, the Olympia Planning Commission (OPC) considered the width of the Urban Corridor land use designation on several arterials, including State Avenue. As provided in the public hearing draft of the Comprehensive Plan, OPC recommended reducing the width of the Urban Corridor in this area from the originally-recommended ¼-mile on each side of the street to match the underlying High Density Corridor zoning (i.e., including only the lots fronting on 4 <sup>th</sup> and State). OPC considered recommending a residential designation for this area, but ultimately did not because they did not want to render existing commercial uses nonconforming.
Options
<ul style="list-style-type: none"> <li>• Consider a different land use designation for the area along State Ave between Plum and Fir.</li> <li>• Maintain the Urban Corridor land use designation in this area. Address neighborhood concerns about building design, massing and scale through implementation (e.g., review of applicable development and design standards.)</li> </ul>
<b>North side of State Ave – to its alleys, from Plum to Tullis</b>
Comments
Change to “Residential Scale District” in the current Code.
Background
The “Residential Scale District” is a set of design standards outlined in <a href="#">Olympia Municipal Code 18.135</a> , which require commercial development in these areas to have similar design elements of single-family residential neighborhoods. Two other areas of the City are subject to OMC 18.135: 1) Capital Way/Blvd south of 14 <sup>th</sup> Ave, and Olympic Way from 4 <sup>th</sup> Ave to Harrison near West Bay. Although other design criteria currently apply to this area of State Ave, “Residential Scale District” does not. To change this would likely not require a change to policies in the Comp Plan (staff would need more time to review,) and could be changed through a Code amendment, in which case the criteria would be applied <i>in addition to</i> other zoning regulations.
Option
Following adoption of the Comprehensive Plan, consider a change to the Olympia Municipal Code to designate the north side of State Ave., adjacent to Bigelow Historic District, as part of the “Residential Scale Design Review District.”
<b>Reinstate Urban Corridor Land Use Designations</b>
Comments
Several parties recommend reinstating the urban corridor land use designation to ¼ mile on either side of urban corridors identified in the current comprehensive plan.
Background
The draft plan reflects changes to the urban corridor land use designation and removes the urban corridor land use designation on Capitol Way/Boulevard.
Options
Reinstate the urban corridor designation on Capitol Way/Boulevard. Reinstate the ¼ mile urban corridor land use designation on all urban corridors (Capitol Boulevard, 4 <sup>th</sup> and State Avenues, Martin Way, Pacific, Harrison, and portions of Cooper Point Road and Black Lake Boulevard.)
<b>“Nodes” Versus Urban Corridors</b>

Comment
Comments recommended a focus on growth in dense nodes as opposed to urban corridors. Corridor development undermines development in the downtown.
Background
The draft reflects a reduced width of the urban corridor land use designation along the length of urban corridors, and defines three high density “nodes” for future growth.
Option
Remove urban corridors designations along corridors entirely and focus growth in nodes.
<b>Consistently Define Urban Corridors in the Plan</b>
Comment
Changes related to urban corridors in this draft plan are not consistently described.
Background
The draft modifies the urban corridors land use designation. Urban Corridors are referenced in the land use and transportation chapters.
Option
Adjust the language in the plan to ensure consistency of all references to urban corridors.
<b>High Density Neighborhoods</b>
Comments
Encourage staff recommendation on High Density Neighborhoods – retain minimum density of 15 units per acre and make 25 units per acre a goal
Background
Earlier this year, staff recommended 25 units per acre as a goal, rather than a minimum density requirement, for new residential development in the 3 designated High Density Neighborhood areas shown on the draft Future Land Use map. While a few developments in the city have been built at a density of 25 units per acre (e.g., Boardwalk Apartments downtown), the Olympia market has primarily supported multi-family development at a lesser density (approximately 14-18 units per acre). Restricting residential development to at least 25 units per acre may preclude the type of multi-family development that is currently supported by the market. Staff recommendation would retain that higher density as a goal, but provide flexibility for a broader range of residential development to locate in these neighborhoods.
Options
Amend the definition of High Density Neighborhood Overlay to define as “multi-family residential, commercial and mixed use neighborhoods with a goal of densities of at least 25 dwelling units per acre for single-use residential developments. Specific zoning may provide for densities higher than 25 units per acre, but not less than 15 units per acre.”
<b>2400 block of State Ave</b>
Comments
One public comment included a request to include 4 blocks on the south side of the 2400 block of State Avenue within the Urban Corridor designation.
Background
These four blocks are currently designated “Low Density Neighborhood” and currently zoned Residential 6-12 Units per acre (green on map below). The 4 blocks are outlined on the map below; they are the only parcels on the south side of State Street not zoned as High Density Corridor (which is shown in blue on map). The history of why is unknown. OPC’s recommendation was for the Urban Corridor land use designation to match the boundaries of the existing High Density Corridor zoning, which is why the 4 blocks are not included.

**Options**

Request staff to analyze the feasibility of changing the land use designation for these 4 blocks to Urban Corridor, and consider as part of City Council’s review. (If the designation is changed, a rezone review process to change the zoning from R6-12 to a zone consistent with Urban Corridor would be required immediately following adoption of the Comp Plan.)



**5.0 Consistency**

**Comments**

During public comment on the Comprehensive Plan there were several references to ensuring consistency between zoning and other implementation actions with the Plan.

**Background**

The Washington Growth Management Act requires the city’s comprehensive plan chapters to be consistent, and all development regulations (e.g., zoning) and other implementation actions to be consistent with the comprehensive plan.

**Options**

No specific suggestions were given in the comments for modifying the proposed draft language.

## 6.0 Solar Access, Energy Conservation & Sustainability

<b>Comments</b>
Several comments expressed support for energy conservation goals and policies in general. A few of these recommended that some of the policies should be stronger. For example, parties suggested that proposed Land Use and Urban Design policies 2.4 and 2.5 should “require” instead of “encourage” and “support” energy conservation.
<b>Background</b>
In large part, the proposed Comprehensive Plan addresses energy use and conservation in the section headlined “Land Use Patterns and Buildings Forms Determine Whether Energy is Used Efficiently” following Land Use and Urban Design policy 1.13. This section generally reflects the current 9-page Energy chapter of the Comprehensive Plan. That chapter is composed primarily of background information and policies describing action the City “should” take to achieve its goals.  One policy to ‘require’ subdivisions to maximize solar access is worded in an advisory style. (See current comprehensive plan policy ERG 5.2.a.)’ Since the adoption of this policy in the current comprehensive plan, the City has so far chosen not to adopt controlling regulations on this topic; therefore, the draft Plan does not directly call for that approach. However, proposed policy PL 2.5 in the Draft Comprehensive Plan does include language that could include adopting development regulations on this topic: “PL 2.5 Support efforts to protect solar access in existing structures and to incorporate solar access provisions into new development projects.”
<b>Options</b>
<ul style="list-style-type: none"> <li>• Revise Draft Comprehensive Plan policies PL 2.1 and 2.5 to reflect the City’s goals and vision on this topic.</li> </ul>

<b>Sustainability</b>
<b>Comments</b>
Support expressed for low impact development and extending low impact development requirements citywide; additional support for neighborhood-level solutions. Comments related to how land is developed or managed included: <ul style="list-style-type: none"> <li>• Remove policies to preserve existing topography on portions of new development sites</li> <li>• Remove policies that would limit hillside development</li> <li>• Remove policies that are repetitive of state law (i.e. the issue is already addressed by a state law)</li> <li>• Remove policies that are already addressed by the City’s Critical Areas Ordinance</li> <li>• Remove or soften the language for policies that have the potential to require restoration as a condition of development; revise to say “encourage restoration.”</li> <li>• Clarify if restoration is defined as “full mitigation” or mitigating impacts that are a direct result of a development project.</li> </ul> <p>The Plan emphasizes anticipated population growth, but doesn’t sufficiently address livability. Protect wetlands and forests for their ecological functions (Chambers Basin). Tourism is a sustainable industry to support for Olympia. Low impact development should be required and expanded citywide.</p> <p>Specific comments on the introduction to the Natural Environment Chapter support the widespread</p>

inclusion of local and urban agriculture, and note that more specificity is needed on the City’s role versus the private developer in addressing anticipated land management challenges.

Comments express support for greenhouse gas emission targets and concern about the ability for the community to reach the stated reduction goals without a regional approach.

**Background**

Sustainability is a theme carried throughout the draft and one that is applied in each Chapter. ‘Sustainability’ as used in the Draft Plan encompasses three elements: environmental, economic, and social sustainability.

Protection of natural systems to help address environmental issues, such as flooding, is noted in policy PN1.4: Conserve and restore natural systems, such as wetlands and stands of mature trees, to contribute to solving environmental issues.

Support for tourism is highlighted in the Economy Chapter as one tool for diversifying the economy while establishing Olympia as a regional center for arts and entertainment (GE9 and GE10).

Low impact development is currently addressed in the Natural Environment Chapter as being encouraged and supported by the City collaboratively through partnerships with private and non-profit partners, as well as through the City’s development regulations. Low impact development includes developing sites in such a way that it minimizes the impact to existing hydrologic processes, as well as using more natural ways to treat stormwater runoff that is generated on site. Examples of low impact development techniques include bioswales, rain gardens, the use of pervious paving materials, and limiting changes in existing site topography. Draft policy language (PN6.8) also supports evaluating expanding current low impact development regulations in effect in the Green Cove Basin to other parts of the City.

The greenhouse gas reduction goals stated in the draft (PN8.1) reflect the findings of the Intergovernmental Panel on Climate Change (IPCC), a scientific body established internationally to monitor changes in greenhouse gas accumulations, emissions, and their effects on global climate. The policy also states that the City will participate with state and local partners to develop a regional climate action plan aimed at meeting these reductions goals.

**Options**

- Develop additional policy language to promote sustainability at a neighborhood scale
- Strengthen language on low impact development; change the emphasis from an approach based on incentives and partnerships to one that is regulatory
- Revise language to more clearly denote the City’s role versus the private development community in addressing future challenges related to land management practices
- Make suggested edits to policies related to land development
- More clearly define the term “restoration” wherever it is used in the Plan
- Revise greenhouse gas emissions targets

***Sustainable Thurston Reference***

**Comments**

No reference to *Sustainable Thurston’s* comprehensive strategies regarding transportation, land use affordable housing, energy, water quality, waste, food systems and other critical elements of our regional community.

Background
<i>Sustainable Thurston</i> is a regional plan for sustainable development for the Thurston Region. Olympia adopted its recommendations in early 2014.
Options
Incorporate a policy or policies referencing <i>Sustainable Thurston</i> .

## 7.0 Critical Areas, Wildlife Habitat & Natural Environment

Comments
<p>General comments emphasized ‘protect the natural environment and increase open space;’ specific comments expressed a desire for updated and stronger policy language on preserving wildlife habitat and open space:</p> <ul style="list-style-type: none"> <li>• Protect/acquire more wildlife and wildlife habitat than is currently being done</li> <li>• Protect priority species and locally important species and their habitat (e.g. herons and heron rookeries) like Thurston County does</li> <li>• Preserve more forested areas for the psychological benefits they provide</li> <li>• Wildlife Habitat Study that formed the basis for the draft policy is outdated</li> <li>• Update the ‘Open Space’ Map to reflect best available science and specifically reexamine the habitat value of the forested areas surrounding LBA Park</li> <li>• Address the need for more open space for dogs</li> <li>• Remove reference to raising chickens in Natural Environment chapter introduction</li> </ul> <p>Specific comments also called for more clearly demonstrating the location of existing streams and estuaries and support for dam and culvert removal where they currently exist. Policies in the Land Use and Urban Design Chapter for providing urban green space within a maximum distance and at a specific ratio are not consistent with the City’s obligation under GMA to plan for and accommodate future growth.</p>
Background
<p>Aquatic habitat is currently addressed to a greater extent in the draft than upland wildlife habitat, and the policy direction for protection and preservation was carried over from the existing Comprehensive Plan. Based on a study from the mid-1990’s, the policy language calls for preserving wildlife habitat in ‘islands’ in the Olympia UGA, as opposed to corridors.</p> <p>The Olympia critical areas ordinance (CAO) is one of the development regulations that implements the comprehensive plan, and addresses five types of environmentally critical areas including fish and wildlife habitat conservation areas. The current Olympia CAO includes protections for habitat of threatened and endangered species. Thurston County’s recently-updated CAO also includes a process for considering additional protections for locally-important species and their habitat. The state Growth Management Act (GMA) requires the city to review its CAO for consistency with the GMA every eight years, with the next review due by June 30, 2016. Currently, that review is scheduled to be completed by the city in 2015.</p> <p>The WA Department of Fish and Wildlife has identified and developed management recommendations for priority habitats and species in the state. These are recommendations for local governments and other entities to consider as part of their policy decisions addressing fish and wildlife and their habitats.</p>

The Public Health, Arts, Parks and Recreation Chapter notes an unmet need for off-leash dog areas, but does not specify where off-leash dog areas or any other recreation facility should be located.

The ‘Open Space’ Map in the Natural Environment Chapter includes the locations of streams, and most major estuaries are highlighted as significant wildlife habitat. There is language that supports restoration of aquatic habitat—the methods for how to do so, however, are not explicitly defined as removing dams and culverts.

Urban green space is broadly defined, and may include trees, gardens, water features, green walls, green roofs, and seating or plaza areas (PL7.1). It is not necessarily limited to the preservation of existing undeveloped property.

**Options**

- Analyze and consider revising policies and data on the ‘Open Space’ Map related to wildlife habitat preservation in light of new and emerging science and community member feedback.
- Move forward with the existing policy language and address preservation of habitat for priority species and locally important species when updating the Critical Areas Ordinance.
- Remove reference to “raising chickens” in Natural Environment chapter introduction.
- Revise Natural Environment Visions and Values statements and Goals GN1, 2 and 6 and their policies to better align with each other.
- Revise policies on urban green space so they do not reflect a mandate, and remove the policies that support establishing maximum distances and ratios.

**Liquefaction**

**Comments**

During public comment on the Comprehensive Plan there were references (3) to liquefaction in the downtown area in connection with concerns about sea level rise. The comment asked that liquefaction be addressed.

**Background**

Liquefaction is a recognized issue in areas of the downtown. Liquefaction is possible but there is no science to predict when, the amount of, or consequences of such an event. Therefore mitigation in existing infrastructure is difficult. An increasing height of the water table can, in theory, increase the likelihood of liquefaction. For new infrastructure the seismic code as it is expressed in the building code addresses the strength of the structure, the connections of utilities and construction of building foundations in potential liquefaction areas.

**Options**

Goal GU11 and its policies could include acknowledgement that liquefaction is another possible impact on the community that could be connected with sea level rise.

**Sea Level Rise**

**Comments**

Two commenters at the public hearing mentioned the importance of addressing sea level rise and associated downtown flooding in the Comprehensive Plan.



<b>Background</b>
The draft goal and policies pertaining to sea level rise are located in the Utilities chapter (GU11, PU11.1-11.8). An overview of the background and analysis used to develop the Plan's draft sea level rise policies can be found in the <a href="#">Final SEIS</a> , pg. 72-73.
<b>Options</b>
No specific suggestions were given in the comments for modifying the proposed draft language.

## 8.0 Performance Measurement & Outcomes

<b>Comments</b>
Draft language needs to be more specific, prescriptive, and include timelines and performance measures for implementation. The Draft should include more clearly defined desired outcomes. Draft language is too specific and should allow for flexibility to accommodate the community process and future community conditions.
<b>Background</b>
The City Council Land Use and Environment Committee (LUEC) directed staff to exclude specific implementation strategies and performance metrics from the Comprehensive Plan. This is in keeping with guidance in the State of Washington Growth Management Act that Comprehensive Plans are goal and policy documents.  Instead, the Plan calls for specific strategies for implementing goals and policies and performance metrics included in a forthcoming 'Action Plan,' an element of the City Council's adopted Scope of the Comprehensive Plan Update. Development of an Action Plan is currently underway and it is slated for completion in early 2015.
<b>Options</b>
<ul style="list-style-type: none"> <li>• Revise goals and policies to be more restrictive, prescriptive, and specific.</li> <li>• Retain draft goal and policy language as drafted, and include more prescriptive strategies, timelines, and measures for tracking performance in the Action Plan.</li> </ul>

## 9.0 Zoning and Other Land Use Issues

<b>Comments</b>
Comments included a wide range of topics: <ul style="list-style-type: none"> <li>• reduce maximum building heights in certain areas</li> <li>• ensure minimum densities in each zone and better define how density is measured</li> <li>• set goals for high-density neighborhoods rather than minimum density requirements</li> <li>• change the land use designation or zoning for certain areas or properties, e.g., to provide for development in downtown and high-density neighborhoods, or to ensure no rezones or increases in density in some low-density residential neighborhoods</li> <li>• be less specific or more specific - sometimes phrased as 'put zoning back in the Plan.' Proponents of flexibility generally urged that it would allow for better-crafted regulations responsive to changing circumstances, and supported addition of re-zoning criteria to support that process. Proponents of more detail suggested it would provide more predictability for residents and property owners.</li> <li>• changes in zoning only be allowed once each year – in part so that the public could readily</li> </ul>

<ul style="list-style-type: none"> <li>monitor the code amendment process</li> <li>• provide for more variability in neighborhood centers</li> <li>• support subarea planning process but state that such plans are constrained by physical capabilities of subareas to accommodate growth</li> <li>• Remove or revise design review policies (PL 6.1 and 6.2) and urban greenspace and tree canopy policies (PL 7.2 and 7.3)</li> <li>• Use more incentives to encourage types of development rather than prescriptive requirements</li> </ul>
<b>Background</b>
<p>The Comprehensive Plan in general does not regulate development; rather it guides the preparation of development regulations including the zoning map and code that do regulate development proposals. Prior to 1994, Olympia’s Comprehensive Plan provided broad guidance regarding such implementing development regulations. The major Plan update adopted in 1994 shifted toward including more detail in the Plan, especially with regard to zoning districts that specifically mirrored land use designations in the Plan. The draft Plan being considered by the Council generally represents a shift back to a less specific Plan with zoning and details of development regulations to be decided by the Council at a later date. Section 20 of the revised <a href="#">Final Environmental Impact Statement</a> (page 103) addresses one aspect of this approach, the Future Land Use Map.</p>
<b>Options</b>
<ul style="list-style-type: none"> <li>• Request staff briefing regarding alternative approaches to specific issues addressed in comments</li> </ul>

## 10.0 More Time Needed

<b>Comments</b>
Comments received requested a second public hearing.
<b>Options</b>
Schedule additional public hearing.

## 11.0 Economy

<b>Comments</b>
<p>Several comments refer to statements in text of Economy chapter as generalities or without evidence. Additional comments support emphasis on a vital downtown to determine overall city economic health, although also questioning the likelihood of meeting the Plan’s stated goal of 25% of new development locating downtown and urging examination of past studies of potential development of high-amenity sites with housing. Specific comments make recommendations to:</p> <ul style="list-style-type: none"> <li>• Revise Policies PE10.1 and 10.2</li> <li>• Remove Economy chapter</li> <li>• Remove references to diversifying economy in Vision statements and in Goal GL 10 and its policies.</li> <li>• Retain proposed deleted language addressing care with concessions to developers unless careful fiscal analysis justifies.</li> </ul>

<ul style="list-style-type: none"> <li>• Specific questions or changes to policies PE 2.1, 2.4, 2.5, 7.2 and 7.3</li> </ul>
<b>Background</b>
The Economy chapter of the current Olympia Comprehensive Plan was carried forward with little change into the Planning Commission’s Recommended Draft Plan (December 2013). The City Council considered recommendations from its Community and Economic Revitalization Committee to include in the Council Public Hearing Draft Plan.
<b>Options</b>
<ul style="list-style-type: none"> <li>• Remove Economy chapter from the comprehensive plan.</li> <li>• Revise text or policies as recommended in specific comments.</li> </ul>

## 12.0 Utilities

<b>Comment</b>
A commenter states that maintaining 100 percent compliance with state and federal drinking water quality standards, as proposed in PU 7.2, is not sufficient because there are many chemicals not regulated by state and federal standards.
<b>Background</b>
State and federal scientists have the means and resources available to set the national and state water quality standards using best available science. Every six years the City is required to test for an additional 21 contaminants as part of the national protocol. This data helps inform adjustments to state and federal standards. The results from this past year’s expanded sampling are included in the City’s online Water Quality Report ( <a href="http://olympiawa.gov/OlympiaWA/city-utilities/drinking-water/water-quality.aspx">http://olympiawa.gov/OlympiaWA/city-utilities/drinking-water/water-quality.aspx</a> ).
<b>Option</b>
<ul style="list-style-type: none"> <li>• Modify the proposed policy to require the City to do water quality testing above and beyond the testing required by the WA Department of Health and EPA.</li> </ul>

<b>Comment</b>
Some of the information in “Appendix A: Utilities Inventory and Future Needs” is repetitive of information in the chapter, consider cutting it down to save pages.
<b>Background</b>
The information included in Appendix A is required by GMA. In an effort to facilitate readability for the public, staff moved the utilities inventory and capacity information to the appendix and kept the Utilities chapter focused on goals and policies.
<b>Option</b>
<ul style="list-style-type: none"> <li>• Direct staff to incorporate information from Appendix A into the Utilities chapter.</li> </ul>

<b>Comment</b>
A commenter suggests that GU 22 regarding a municipal fiber optic conduit system should be deleted because technological changes are occurring quickly for this kind of infrastructure.
<b>Background</b>

City staff is currently working with our neighboring jurisdictions to assess the possibility of an expanded fiber optics plan. Fiber is the preferred method for delivering high speed broadband. This policy would enable a pathway (conduit) for all types of future technologies, including fiber optics.
Option
<ul style="list-style-type: none"> <li>Remove GU 22 from the Comprehensive Plan.</li> </ul>

Comment
One commenter recommends that the Plan state that sewer will not be extended outside the Urban Growth Area.
Background
The City does not provide sewer service outside of the sewer service area. In Chapter 2 of the 2013 Wastewater Management Plan, the City sewer service area is defined as <i>“The Wastewater Utility’s Sewer Service Area (see Figure 2.1) includes the 17.5 square miles of the City, its Urban Growth Area (UGA) (approximately eight square miles in unincorporated Thurston County), several areas in the Cities of Tumwater and Lacey for which service agreements have been executed, and a small area outside its western UGA which received sewer service before the City’s UGA boundaries were established under the Growth Management Act”</i> .
Option
<ul style="list-style-type: none"> <li>Include a provision in the Comprehensive Plan that reiterates what is stated in the City’s Wastewater Management Plan.</li> </ul>

Comment
A commenter recommends that the Plan state that in areas where sewers are extended in the City and the UGA that sewers not be extended until minimum urban densities can be achieved and/or plats adequately planned to ensure that these densities can be achieved in the future.
Background
The City encourages and sometimes requires property owners to extend the public sewer in cases of new construction or septic system failure. These sewers then become available to serve other adjacent properties. In the case of new construction, the development is reviewed for compliance with zoning and other regulations. In the case of septic system failures, the property owner is not required to change their land use density in order to be allowed to extend and connect to the public sewer.

Option
<ul style="list-style-type: none"> <li>• Add a policy related to not allowing extension of sewers except when minimum urban densities can be met. This option would require a change to the recently adopted 2013 Wastewater Management Plan as well as the Olympia Municipal Code.</li> </ul>

### 13.0 Parks, Arts and Recreation

Comments
Delete the words “attract tourism and private investment to Olympia” in PR1.1: “Continue to provide extraordinary parks and community programs that <del>attract tourism and private investment to Olympia,</del> and contribute to our high quality of life.” Parks and recreation programs should primarily serve existing populations.
Options
<ul style="list-style-type: none"> <li>• Amend PR1.1 as proposed</li> </ul>

Comments
Page 291 – Under heading of “Community Parks”, critical to add current and needed numbers of ballfields (rectangles and diamonds)
Background
This section of the Public Health, Arts, Parks and Recreation chapter does states the number of acres of community parks needed but not the number of fields. This level of detail is found within the Parks, Arts and Recreation Plan.
Options
<ul style="list-style-type: none"> <li>• Add current and needed numbers of ballfields as proposed</li> <li>• Retain this level of detail in the Parks, Arts and Recreation Plan, but not the Comprehensive Plan.</li> </ul>

<b>Comments</b>
The LBA Woods Coalition submitted 24 proposed changes to the Public Health, Arts, Parks and Recreation chapter. The proposed changes focused on placing greater emphasis on the importance of protecting open space, acknowledgment that the 2010 Parks, Arts and Recreation Plan is outdated and in the process of being updated, and reference to the 2% private utility tax's role in open space acquisition.
<b>Background</b>
The Public Health, Arts, Parks and Recreation chapter has a section on open space that states the open space need as outlined in the 2010 Parks, Arts and Recreation Plan. (111 acres of Open Space development over the next 10 years). While it is true that the 2010 Plan is in the process of being updated, until that process is complete, the 2010 Plan numbers are what are being utilized for planning purposes. GMA requires that the parks element in a Comprehensive Plan illustrate the open space demand, so removing these numbers and referring to the fact that the Parks Plan is currently being updated would not be recommended.
<b>Options</b>
<ul style="list-style-type: none"> <li>• Accept some or all of the proposed changes that place a greater emphasis on the importance of protecting open space while retaining the open space demand figures to retain GMA compliance.</li> <li>• Acknowledge in the text that the 2010 Parks, Arts and Recreation Plan, while still in effect for planning purposes is in the process of being updated.</li> <li>• Make reference to the 2% private utility tax's role in open space acquisition</li> </ul>

## 14.0 Miscellaneous Comments

<b>Comments</b>
A number of comments pointed out corrections or updated information needed in various places in the Draft Plan, and more detail that could be added to existing information in the Public Participation and Partners chapter. The Port of Olympia requests revisions to better reflect the state's and Port's unique uses and authorities. It also requests references to Port strategies and plans, as in the current Olympia Comprehensive Plan, and recommends a specific new policy to be included to accomplish this.
<b>Options</b>
<ul style="list-style-type: none"> <li>• Make revisions as proposed</li> </ul>

<b>More Visuals in Plan</b>
<b>Comments</b>
Numerous comments requested more visual depictions in the Draft Comprehensive Plan of what future development might look like under the Plan's policies. One such request stated this should be a depiction of the highest level of build-out possible under the Plan.
<b>Background</b>
Some illustrative examples of types of future development were created by a consultant in the initial draft of the Comprehensive Plan, but were not recommended by the Olympia Planning Commission because they felt the illustrations were too simplistic. Resources have not been allocated for additional

consultant work to create additional illustrative examples.

Options

- Allocate resources for consultant to create additional illustrative examples of potential development that could occur under the Draft Comprehensive Plan's policies, based on Council direction of what level of development should be depicted.