

Nancy Lenzi

From: David Sugarman <ilwacoboy@comcast.net>
Sent: Monday, June 30, 2014 11:20 AM
To: ImagineOlympia
Subject: Comprehensive plan

I did a quick review of the published plan.

I do not live in the city limits but am part of the greater-Olympia community, so am always interested in the well-being of the city of my address.

The plan deals well with several discreet areas of service and development which are critical to the vitality of the city.

HOWEVER, I continue to look fro an over all VISION of the city. I have not been able to find a statement or description of a concept of personality statement for the city.

If and when priorities must be established for funding the PARTS of the plan, what is the overall city goal and concept that will direct that prioritization.

I continue to look for a statement that describes a 'State Capital' city, but have been unable to find one.

--

Many men go fishing all of their lives without knowing that it is not fish they are after.

Henry David Thoreau

David A. Sugarman 7850 Kerbaugh Rd NE
Olympia, WA 98516
ilwacoboy@comcast.net
360 438 6360

My name is David Sugarman
I live at 7850 Kerbaugh Rd NE, Olympia 98516

I am outside the city limits, but have lived and worked in Olympia, for 35+ years.
Olympia, is my city.

I submitted some comments earlier, which I am sure you also have, but Amy suggested that I take another look at the Community Values and Vision section.

I did, and I found statements about vision on Natural Environment, Land Use, Transportation, Utilities, Parks, Economy, and Public Services.

They are all statements of good values and visions that ANY good city would ascribe to.

BUT IS THERE NOTHING UNIQUE AND SPECIAL ABOUT OLYMPIA ???

Something is missing. There is no statement that pulls them together into a unified whole. No concept of a city identity.

Olympia IS the state capital, not just the city where the capital is.

I would think you might want to change the vision statements to incorporate the concept of a **Capital City**.

Visions:

- A capital city** where citizens value their right to participate
- A capital city** with a beautiful natural setting
- A capital city** that is a walkable, vibrant city.
- A capital city** where streets move people, not just cars.
- A capital city** with clean, plentiful water
- A capital city** that is healthy, fun and enriching place to live.
- A capital city** whose economy is healthy , alive
- A capital city** with responsive services and affordable housing

A unified concept, should provide clear focus, and a help in prioritizing projects.

I believe that if you incorporate the concept of identity as the **Washington State capital city** as your vision in planning, you will be taking advantage of an economic development opportunity.

Nancy Lenzi

From: Nancy Lenzi
Sent: Wednesday, July 23, 2014 8:49 AM
To: ImagineOlympia
Subject: FW: FW: Comprehensive plan
Attachments: Olympia vision.doc

From: David Sugarman [<mailto:ilwacoboy@comcast.net>]
Sent: Tuesday, July 22, 2014 9:13 PM
To: Amy Buckler
Cc: Nancy Lenzi
Subject: Re: FW: Comprehensive plan

Amy,

I got a little behind schedule and thought the hearing was at 7:30. I got there to the standing only crowd at 7:15.

I decided to ask you to add the enclosed comments instead of trying to get in the line after mayor Bob.. Perhaps they are a little more cogently stated about the idea I was trying to communicate.

On Tue, Jul 22, 2014 at 12:00 PM, Amy Buckler <abuckler@ci.olympia.wa.us> wrote:

Hello Mr. Sugarman,

Did you happen to see the [Values and Vision Chapter](#) near the beginning of the draft Comprehensive Plan Update? The Planning Commission was charged with drafting this piece, and they spent quite a bit of time on it. In drafting, they referred to the existing vision statement in the existing comp plan and all new public comments from the update process. Unless I'm missing it, I don't believe they specifically call out the State Capital in this section, which is linked (underlined) above.

The City Council's public hearing starts at 7pm at City Hall tonight (7/22). Your written comments will be forwarded to the City Council. Please let me know if you have any other questions.

Sincerely,

Amy Buckler

Associate Planner

Community Planning & Development

601 4th Ave E

P.O. Box 1967

Olympia, WA 98507-1967

Office: [\(360\) 570-5847](tel:(360)570-5847)

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This email is subject to public disclosure

From: ImagineOlympia
Sent: Tuesday, July 22, 2014 10:59 AM
To: Amy Buckler
Subject: FW: Comprehensive plan

Amy, will you reply to Mr. Sugarman RE: vision of the city?

Nancy Lenzi | Planning Division

601 4th Avenue East, PO Box 1967, Olympia WA 98507-1967

[360.753.8735](tel:360.753.8735)

Emails are public records, potentially eligible for release.



7/22/2014 10:59 AM

From: David Sugarman [<mailto:ilwacoboy@comcast.net>]
Sent: Monday, June 30, 2014 11:20 AM
To: ImagineOlympia
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Olympia, WA 98516
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[360 438 6360](tel:3604386360)

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David A. Sugarman 7850 Kerbaugh Rd NE
Olympia, WA 98516
ilwacoboy@comcast.net
360 438 6360

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:15 PM
To: ImagineOlympia
Subject: comp plan comments

On page 20 or so (my copy is not exactly the same as the final), under the heading Public Services, there is no mention of efficiency. This is an important value that I strongly suggest be added.

Bob Jacobs

Nancy Lenzi

From: Megan Moreno <memoreno219@gmail.com>
Sent: Wednesday, June 25, 2014 3:20 PM
To: ImagineOlympia
Subject: Transportation provisions in the Comprehensive Plan

Hello,

I'm writing to express my support of lowering the maximum speed limit to 20 miles-per-hour on local access streets and in the City Center.

The Transportation Chapter of the latest draft of the Comprehensive Plan, in PT 1.3, delineates the maximum speeds for various roadways in Olympia. Currently it states, "Speed limits shall not exceed ... 25 miles-per-hour on neighborhood collectors, and local access streets, and in the City Center."

I believe 25 mph is appropriate for neighborhood collectors, but is an unsafe speed for areas rich in children at play and pedestrian traffic such as local access streets and the City Center.

I live in the SW Olympia neighborhood between the old St. Peter's Hospital and Capital Mall. We are fortunate to have traffic calming devices to help enforce the speed limit on our neighborhood collector streets (4th Ave., Percival Street, and 9th Ave.), however our local access streets (some of which don't have sidewalks) are reliant on the honor system. Those are streets where my neighbor's son sells lemonade and the occasional ball rolls across the roadway. Those are streets I make my four and three-year-old sons wear neon reflector vests on for walks. Local access streets and the City Center make up a very short amount of the average Olympia commute; the safety of our children at play, neighborhood walkers, and downtown shoppers is worth the extra seconds of a 20 mph speed limit.

Thank you for your consideration and your service to our community.

Best regards,
Megan Moreno

Nancy Lenzi

From: Patricia Bracken <ianjamie@comcast.net>
Sent: Monday, July 21, 2014 5:50 PM
To: ImagineOlympia
Cc: 'Tom Bracken'; 'Evonne Hedgepeth'
Subject: Park Drive in Westbrook Park: Connectivity NOT a safe concept

Dear Olympia City Council,

I hope my email reaches you before the City Council meeting where you will be reviewing the Comprehensive Plan.

Several years back I reviewed the draft of the Comprehensive Plan and I do understand the goals for connectivity of neighborhoods. I'm not sure if in all cases it is a good idea but I do understand the rationale behind the concept.

With regard to my neighborhood, Westbrook Park, connectivity is a safety issue because it could increase traffic volume on a road developed only to meet current residents.

In a meeting several years ago with the Planning Department, our neighborhood group mobilized against the intentions of a large developer developing the land behind Westbrook Park and Ken Lake, council members after hearing the concerns described by residents their commitment to keep Park drive in it's current unconnected state.

The safety of pedestrians, bicyclists, pets, anyone on this road, the lack of sidewalks, the proximity to a wetland, the treacherousness of driving in the area of the wetland were persuasive reasons for limiting the traffic burden on Park Drive to current residents.

I hope you will continue to keep this in mind as you consider the issues of the Comprehensive Plan? I appreciate your continued commitment to leaving Park Drive as it currently is.

Patricia Bracken
2222 Rimrock Ct SW
Olympia, WA 98512

Nancy Lenzi

From: jerome parker <jerome.parker@comcast.net>
Sent: Thursday, July 31, 2014 2:00 PM
To: ImagineOlympia
Cc: Sophie Stimson; Roger Horn
Subject: Error in Council's Final Comprehensive Plan Update

Councilmembers -

I believe there is a drafting error in the Council's draft Comprehensive Plan Update for Policy 4.23. In the Council's draft, Policy 4.23 reads:

PT4.23Build 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.

At an April 4 meeting of Sophie Stimson of the City and Roger Horn and me representing the Planning Commission, we agreed on the following language for 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."

I believe this was the language that was discussed in a staff meeting with Council on April 22. I believe the language currently in the Council's draft Comprehensive Plan reflects language from an earlier draft that was retained by mistake in the Council's final draft and should be replaced by the alternative language agreed to on

April 4.

Thank you for your consideration on this matter.

Sincerely,

Jerome Parker

Karen Kenneson

From: Harrigan or Lewis <katstan@q.com>
Sent: Saturday, August 02, 2014 11:16 AM
To: ImagineOlympia
Subject: Drop Connection of Decatur and/or Fern from Plan--Please

Kathy Harrigan
Stan Lewis
604 Milroy St SW
Olympia, WA 98502

Dear Olympia City Council Members:

It is time to finally delete any suggestion from the Comprehensive Plan that recommends opening Decatur St. SW or Fern St SW to traffic from Caton Way and the auto mall/freeway on the southwest side of Olympia. Cutting the relatively small but autonomous southwest core neighborhood into pieces by inserting a heavily trafficked collector road that would draw cut-through traffic from an auto mall, a major state highway, and the heavily trafficked Cooper Point Road is clearly a dumb idea—and an obvious misunderstanding of the reasons the city adopted the “connected streets” concept. It continues to be obvious that there are other ways to address traffic problems that don’t involve sacrificing a vital, core community to a value for automobiles over domestic life—like more access to the Westside at a different point along Highway 101. Please eliminate the prospect of punching through Decatur and Fern Streets for the sake of drive-through traffic that might relieve automotive pressure at Cooper Point and Black Lake Blvd. Please acknowledge that the idea of adding speed mitigation technologies like bumps and roundabouts and white lines does not mitigate the incompatibility of major business traffic short-cutting through a small established neighborhood, one that is already connected to other neighborhoods of scale.

Repeatedly the staffs’ idea to connect these streets has been shown to be non-viable, ill-conceived, and fraught with inaccurate assumptions. As long as it remains on the Comprehensive Plan, whether there are funds to make such connections or not, there is a need for all Olympians to be concerned. As it stands, city staffs’ under-examined interpretation of “connected streets” to include such incompatible connections is hostile to all Olympia’s communities and to the city as a whole; our neighborhoods *should* be connected, but the Southwest neighborhood should not be viewed as a drive-through gateway to big-shopping/box store business for out of area drivers. When Fern St was connected to the auto mall in 2000, the majority of the traffic was from out of the area. There were thousands of cars using this connection within days, even though the only publicity had been word of mouth. The incompatibility was appallingly obvious when council members came to view the problem—when police set up at 16th and Fern to cite drivers for running stop signs, for driving too fast. Car license numbers were recorded and run; it was clear that the vast majority of traffic was from out of the area—that drivers were using the connector as a short-cut, not to get to their nearby neighborhood. The “connection” was closed. Please, Council Members, make sure that this does not happen again.

Five of the current council members have visited Decatur SW and Fern St SW to consider this issue, and five agreed with the vast majority of residents in the Southwest neighborhood that such a connection makes no sense. Please, Council Members, remove any suggestion from the Comprehensive Plan regarding connecting Fern or Decatur St SW to the expansive auto mall and to traffic from both Highway 101 and Cooper Point Road.

Sincerely,

Kathy Harrigan
Stan Lewis

Ph 360 352 4019

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 9:42 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 133, PT1.3 there are hard and fast maximum speed limits for two categories of streets. I believe this is inappropriate, because there are places where faster speeds can safely be allowed. I suggest that this language be softened by indicating that "generally" speed limits should not exceed

Bob Jacobs

TO: Mayor Stephen Buxbaum. Councilmembers Cooper, Hankins, Jones, Langer, Roe and Selby

FR: Southwest Olympia Neighborhood Association
Bethany Weidner, President; Phil Cornell, Vice President
Ann Vandeman, Treasurer; Janis Rich, Secretary

RE: Requesting you to adopt changes to the Draft Comprehensive Plan as follows:

1) Please make a motion to delete references to Decatur and 16th Street SW from the Plan consistent with the City Council's 2004 decision that any determination about whether to connect these streets to the Auto Mall completion of the West Olympia Traffic Study. (About 30 people (old, young and in-between) from the SW neighborhood took time to attend the Comp Plan hearing on July 22.)

2) And replace the reference in Sec. T4.21 from street classification to residential neighborhood conditions as the measure for reasonableness of traffic volumes when a connection is evaluated.

1) Members of the Southwest Olympia Neighborhood Association voted at their annual meeting in March to renew our request that you remove Decatur St and 16th as prospective automobile connections from the Draft Comprehensive Plan. This will remove a contradiction that is now in the draft plan.

The draft refers in footnotes to the fact that no decision will be made on whether to add connectors at Decatur and at 16th Streets -- until after the West Olympia Traffic Study has been completed. (And the footnotes themselves are ambiguous: "the connections would be made contingent upon the completion of the study...")

Appendix A. It then provides in Appendix A (attached) a rationale for making the connections. It also makes this rationale part of the evaluation of whether to make a connection. At PT4.21 you'll see the list of things to be part of the evaluation – the last one is "Consideration of the information in Appendix A." Thus, the evaluation is tied to the statements in Appendix A. Appendix A expresses the staff's position in favor of the 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.

...

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

If it is true that there has been no decision on connecting these two streets; and if it is true that none will be made until after the completion of the West Olympia Traffic Study – then this language should not be in the Plan. Including this language at a minimum prejudices the question of whether connectors at these streets are appropriate. Since there is no decision at this time to make these

connections – why are they in the Plan? Please instruct the staff to remove the whole paragraph (as shown on the attachment). .

Appendix B. In Appendix B, the Transportation 2030 Map shows Decatur as a future Major Collector (with a traffic volume ranging from 3000 to 14,000 cars per day) and Fern to 16th Street as a future neighborhood connection. Both Decatur and Fern/16th appear on the Connectivity Project List. (Again, a footnote says the connections are contingent on the traffic study...)

We understand that the City Staff is a committed proponent of making these connections. They have repeatedly brought the City Council requests to open Decatur and reopen 16th street.¹ Councilmembers have rejected these recommendations every time.

The staff is not elected and does not answer to the community. We elect our Council members for that.

Our neighborhood’s opposition to the opening of Decatur and 16th is informed, wide-spread and of long-standing. Over the last 13 years, many of us have made presentations, pointed out contradictions, submitted petitions with 100s of signatures and offered detailed testimony demonstrating the negative impacts on our neighborhood. Currently, a well-used paved pathway offers commuters and others protected bike access along Decatur to SPSCC, the Courthouse and even downtown Olympia via Marathon Park.

All but two of you visited these streets at the invitation of SWONA, or on your own. After those visits, we received from each visitor a statement with your conclusions -- either that the vehicle connectors should not be built period; or that they should not be built if the result was unacceptable to the people who live in the neighborhood. That Decatur Street and 16th Avenue should be connected to the Auto Mall is NOT the foregone conclusion embodied in this Draft. If it should be determined at a future date to make these connections, that is the time to add them to the relevant planning documents.

Based on the Council’s commitment reflected in Ord. 6389 and on other considerations outlined here, we request that you instruct the staff to remove references to Decatur and 16th Avenue as prospective and future connectors, as shown on the next pages.

2) In Sec. T4.21, one criterion for deciding when to make a new connection, the city will look at whether “projected traffic volumes are expected to exceed the typical range for the classification of the street.” **Since the Staff proposes to build a 3-lane Major Collector at Decatur, that would mean volumes up to 14,000 vehicles per day. We would like that element to be revised to read: “...whether projected volumes would exceed a level consistent with residential neighborhoods.”**

Finally, in response to a concern voiced at the hearing about the cost of analyzing connections, it’s useful to note that not all proposed connections are subject to analysis – only those that involve new connections to existing neighborhoods.

¹ They have also included the Decatur connection in other city planning documents. For example, a sidewalk is projected on p. 93 of the current CFP to be built along Decatur from 13th to Caton Way – this assumes the street connection. For a connector not decided upon, it gets into a lot of plans...

Attachments to SWONA comment on the Draft Comprehensive Plan

(The text on these two pages is copied from the 2013 Draft Comprehensive Plan. The Draft Plan online has no page numbers and the document is continuous, so I am resorting to giving you copies of what we are asking to be removed or changed. Thanks.)

Please delete the shaded paragraph “Decatur Street and 16th Avenue Connections” and remove listing of Decatur Street connection to Caton Way and Fern Street connection to 16th Ave. from the Transportation 2030 Street Capacity and Connectivity Project List and Maps.

West Olympia Access Study, Phase II: Local Street Analysis

A future phase of this study will examine the proposed capacity improvements associated with planned access ramps on US 101 (identified in Phase I above) and integrate these improvements into the local street system.

During public outreach for Phase I of this study, citizens shared many comments about the function of the local street system and the ability to walk, bike and use transit in this area. Phase II will consider and address these suggestions, identify improvements needed to increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.

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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.

Change:

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.

Please delete the shaded language below

Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps

The Transportation 2030 maps illustrate planned street **capacity** improvements as well as the street connections planned on **arterials**, **major collectors** and **neighborhood collectors**

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.

Karen Kenneson

From: Beverly Taylor <makeroomfortheladies@gmail.com>
Sent: Tuesday, August 05, 2014 10:05 AM
To: ImagineOlympia
Subject: Comp plan change to connector street status

I will keep my comments short, I live in Olympia's south west neighborhood and here is where the most density of housing is going in. Many new apartments are under construction and we expect many more neighbors to our area. With all the new residents comes cars, traffic, noise and more sharing of roads. I walk, bike and use public transportation, I can get to my destinations, get exercise all while having a few moments of solitude away from busy streets.

My neighbors walk in the evening strolling along with dogs, children talking with neighbors out in yards and enjoy the slowing down of traffic. If Decatur and 16th & Fern are opened up to through traffic our lovely neighborhood is gone forever.

Please remove Decatur St and 16th and Fern from the list of 'connector streets' from the Comp Plan so the west side of Olympia can hold on to what remains of a pleasant walking, biking pathways.

Concerned for my neighborhood,
Beverly Taylor Hastings

Karen Kenneson

From: DBloom@intercitytransit.com
Sent: Tuesday, August 05, 2014 4:27 PM
To: ImagineOlympia
Subject: Intercity Transit - Comments on the Draft Comprehensive Plan
Attachments: IT - Comments on Draft Comp Plan.pdf

Importance: High

See attached pdf of comments submitted for this process. Thanks.

Dennis

Dennis Bloom
Planning Manager
Intercity Transit
360.705.5832
E: dbloom@intercitytransit.com
W: www.intercitytransit.com





August 4, 2014

Imagine Olympia
City of Olympia

Re: Draft Comprehensive Plan (June 2014)

Dear Olympia City Council,

Thank you for the opportunity to comment on the City's Draft Comprehensive Plan (June 2014). As a community transportation service provider, Intercity Transit is well aware of the importance of creating a plan that can utilize public involvement and provides planning direction for years to come. A plan that also helps to inform the community about the City's vision and your efforts for creating a sustainable future.

Over the past few years the City Council and Planning Commission have provided many opportunities for the public to directly participate in the Plan's update and review process. The Planning Commission and City staff, in particular, should be commended for their efforts to engage the public in this process. It's been argued at times but it seems that the 'light at the end of tunnel' is close at hand.

As some of you may know, in the past couple of years Intercity Transit staff have attended and participated in a number of the City's outreach efforts associated with the Draft Plan. We have participated in City staff initiated work sessions and have also submitted a number of specific comments regarding Chapter 5, Land Use and Urban Design, and Chapter 6, on Transportation. IT staff has also presented information on the Draft with City and Regional Planning staff at Council and Planning Commission work sessions on various items associated with land use development, transportation and modal use, and the concept of local regional partners in the tri-city area in re-developing urban corridors, which supports the City's interest in building density and utilizes Intercity Transit services (fixed route, paratransit, commuter vans, Village vans, educational outreach, Commute Trip Reduction efforts) as a way to help improve the City's commitment to sustainability.

In responding to this latest update (June 2014) of the Draft Plan I would like to reiterate Intercity Transit's continued support for the elements within the City's Transportation Mobility Strategy that the City Council approved in 2009. While this document is an appendix to the section on Transportation, a number of the concepts within the strategy plan, including service frequency along specific city corridors, have been stated in the current Draft Comprehensive Plan. This includes encouraging the development of density along major arterials, up to a ¼ mile on either side. The current Draft Comprehensive Plan update now suggests that this not be contiguous, but rather 'nodes' of density be developed. Whether it is necessary to revisit the Mobility Strategies work again is not known, but would suggest the City consider reviewing it again given the change in direction away from consistently applying the 'urban corridor' concepts along parts of Capitol Boulevard, Harrison Avenue NW and the one way couplets of 4th Ave and State Ave.

The previous 'mobility strategies' effort in 2009 encouraged land-use changes that support developing density along certain corridors, which in turn anticipates higher quality (more frequency) transit service. It is important to point out that this should include 'proximity improvements' near these corridors, too. Without these improvements, like sidewalks and bike lanes, we feel it could discourage or possibly not allow people who could walk, bike or may be 'mobility challenged' to safely reach these corridors in order to utilize transit service.

By updating land-use codes that allow these types of developments to occur and to help mitigate impacts of new developments, the City could anticipate enhanced transit service. But in practical terms of affording service delivery, Intercity Transit relies on local sales tax revenues. And as such, service exists based on revenues being maintained. Bus fares by themselves will not meet the operational requirements for the transit system. A healthy local economy will go a long way in making transportation services readily available to residents and visitors alike. From a transportation provider perspective, the importance of continued growth in residential and commercial density along these main corridors will continue to contribute to fulfilling the City's vision of reducing auto dependency and decreasing vehicle trips.

Ultimately, the Intercity Transit Authority has the final say on services and service levels. So there remains the need for the City to work through the particulars of how something like a "community transit network," as suggested in the Mobility Strategies report, might be pursued.

As for the remainder of the Transportation and Land-Use/Design sections, I'd like to point out a number of items:

:: "Complete streets" remains a good and workable solution. Operational considerations of transit buses that are 30 – 40' long, needing 10 – 10'5 wide travel lanes, far-side of intersection bus stops, adding in bike lanes and appropriate corner radius dimensions for turning movements needs to be accounted for. We've had some instances in our service district where new pedestrian corner bulb-outs have unintentionally made turning a bus at that street no longer possible.

:: We are encouraged by the Planning Commission's recommendation that residential density indicators for zoning, the number of housing units per acre, be increased. However, there are any-number-of discussions going on in the transportation and land use world the last few years about the appropriate density needed for transit service. But in general terms the diversity of uses along a corridor, including those in close proximity to the corridor, which are more than one-lot deep, should incorporate good design, limit parking supply, and provide a network of street connectivity. This includes accessible sidewalks, cross walks, and bike paths. These support features are in many ways better indicators for what will help sustain a transit route as density increases.

:: Guiding 'transit dependent land-use' to locate along transit routes is equally important. This includes schools, public services, major employers, and senior and multi-family housing. In particular, there is recognition within the Draft Plan that the future of Olympia becoming more urban will also face having an aging population. This in turn will influence the transportation options available to the public.

:: Transportation section (GT 18): would note that the notion of "future rail stations" in Olympia might be more "cart before the horse." There are many different types of "rail

service," but planning for density around rail stations, without clarification of what type of rail service might be anticipated (light rail, commuter rail, inter-city rail, etc.) leaves much to conjecture. This item should simply identify the need for additional analysis before any real vision of what that it might actually mean can be considered.

Finally, transit routes are also multi-jurisdictional. City limits don't dictate the level of service of a route. Instead, there's a complexity of who, what, where and when of service along the whole route, influenced of course by residential density as well as employment and commercial centers. And some of these can be major trip generators for service, too. The point is Intercity Transit encourages inter-jurisdictional coordination of land-use efforts along specific sets of corridors to improve service efficiencies. This would include consideration of traffic control lights, traffic mitigation impacts, land-use development and building codes that can be consistently applied.

Thank you again for the opportunity to provide comment on the current update of the Draft Comprehensive Plan.

Sincerely,

Dennis Bloom
Planning Manager

cc: Ann Freeman-Manzanares, GM

Karen Kenneson

From: Thera Black <blackvt@trpc.org>
Sent: Tuesday, August 05, 2014 3:22 PM
To: ImagineOlympia
Subject: TRPC Comments on Draft Comprehensive Plan

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. 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

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.

- 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. What will be a challenge for the city is achieving its stated objectives that within this planning horizon, travel modes will shift such that the majority of trips made by residents will be by some mode other than driving. It is unclear how the land use policies in this draft support these ambitions in the face of real-world data, human behavior, existing land use patterns, and what is desired in terms of changes to those existing land use patterns. It will take some strategic interpretation of the land use policies in this draft plan in developing implementing regulations, disciplined investment policy, and innovative implementation measures to support this uniquely Olympia transportation vision. One other concern is the frequent assertions that transit will go wherever the density occurs. That model of transit service is not the one promoted by Intercity Transit and TRPC as it does not provide for efficient use of resources and high quality service. In developing its regulations, TRPC encourages*

Olympia to engage Intercity Transit in determining what to encourage and what to require before codifying these standards.

- 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?
 - *Complete streets make most sense where walking is a practical alternative to driving for some or all day-to-day travel needs; sidewalks alone do not make a street “walkable.” Language in both the transportation and land use element emphasize the importance of infrastructure and services; however, similar to the previous comment, it is not clear how effective the proposed land use policies will be in generating more walk, transit, and bike trips. These are critical details to be worked out by the Planning Commission upon completion of this plan.*
- Does Olympia policy put a priority on taking care of existing infrastructure and keeping life cycle costs as low as possible?
 - *Comp Plan policies should emphasize optimal pavement preservation and pavement management techniques to guide subsequent local investment decisions. There is minimal discussion of system maintenance and preservation in the Transportation element, and there is no indication that this is a priority. The city is encouraged to place a high priority on this essential function in the development of its implementing investment strategy.*
- 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 system expansion. There is some consideration of this in the Transportation element, though it is entwined with capacity goals and policies. Some of the land use assumptions about more efficient patterns on key corridors seem to contradict draft land use policies for those same areas. The intent is there, but these are details that need to be carefully worked out when developing implementing regulations and investment strategies.*
- 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.*
- 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. 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. Olympia’s connected streets policy language includes some interesting provision for the evaluation of future connections. It was surprising that aspects such as reduction in vehicle miles traveled and associated greenhouse gas emissions were not included on that long list of considerations, which really seems to be designed to discourage such connections. TRPC encourages Olympia to maintain its commitment to street connectivity as it seeks to develop a nuanced evaluation process, and recognize the role that some of its connections play in meeting long-term regional access and mobility goals. Questions beginning to surface about the need for additional connectivity along Log Cabin Road, for example, could result in issues regarding consistency with regional policy.*
- 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 embraced the general intent of these regional LOS standards. 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 encourages Olympia to participate 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 this draft plan. Olympia has chosen to use 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 presents. 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" is essentially what Lacey, Tumwater, and Intercity Transit refer to as urban corridors, which today boasts 15-minute service frequency from Lacey to Tumwater. Language in the draft plan indicates Olympia will encourage those agencies to support these new "bus corridors" – in fact, they already are through their implementation of regional transportation policy and urban corridors land use recommendations. TRPC encourages Olympia to more actively consider the needs of businesses, property owners, and other commercial considerations in its thinking about transitioning from old highway corridors to the kinds of urban places envisioned in our plans. Corridors especially are about much more than residential uses.*

- Will Olympia policy lead to long-term reductions in environmental impact?
 - *A reduction in per capita vehicle miles traveled is one measure of the effectiveness of transportation and land use policy intended to shift trips from driving alone to other means of travel or access; it is also the currently adopted surrogate for evaluating transport impacts on greenhouse gas emissions. Stormwater impacts associated with infrastructure for all modes underscores the importance of generating walk, bike, and transit trips to use the infrastructure and services already in place. Public health and social equity opportunities are supported or undercut by the combination of policies and investments deployed at the local level. It is difficult to say at this point whether the land use policies included in this draft will be sufficient to generate the kind of walk, bike, and transit trips needed to realize a measurable mode shift from driving to an alternative. As noted earlier, it really hinges on the ability of this Planning Commission to decode the policy intent of the draft plan and translate it into meaningful implementing regulations and investment strategies that actually result in changes in land use pattern where alternatives to driving are feasible. Olympia, like all the metropolitan cities, will be challenged to fully comply with pending stormwater requirements without promoting leap-frog development into more greenfield areas; TRPC anticipates working closely with all of our local partners in identifying and implementing appropriate mitigation measures that achieve desired results while minimizing unintended consequences that will undermine other objectives. Olympia clearly recognizes the value of active transportation in its policies. Less evident is recognition of social equity issues associated with the designation of future high density residential areas, the linkage between housing affordability and transportation choices, and the importance of prioritizing crosswalk improvements and sidewalk connections for transit-dependent, lower-income, socially marginalized population groups whose voices are virtually non-existent in this plan and its transportation and land use policies. This is an area where Olympia can make great strides through its bicycle and pedestrian investment policies, assuming the lack of recognition in this plan does not preclude consideration in that process.*

- Does Olympia policy promote the goals and policies of Sustainable Thurston, and incorporate relevant recommendations and actions from that plan?
 - *While Sustainable Thurston was not adopted until December 2013, Olympia was an active participant in this three-year long process, adopting its recommendations in early 2014. Sustainable Thurston is the lens through which future regional transportation goals, policies, and investments will be viewed. Demonstration of the City's commitment to this shared regional vision and its recommendations should be evident in the Comp Plan, even though some specific references could not be known until after this draft was relatively final. 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. I was unable to find any policy reference to Sustainable Thurston, with its comprehensive strategies regarding transportation, land use, affordable housing, energy, water quality, waste, food systems, and other critical elements of our regional community. It is hoped that with subsequent updates the Comp Plan can begin to recognize and incorporate policies and actions agreed to by the City in its adoption of this plan.*

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.

One overarching observation about the tone and content of the draft plan is that it seems to imply that developing a multi-modal transportation system supporting appropriate land use activities is a new idea embraced by this plan. In fact, Olympia was a leader in promoting multi-modal travel and complementary land use policy, connected street policy, and demand management and commute trip reduction strategies back to at least the early 1980s. These are not new ideas; the majority of transportation concepts presented in the draft plan are actually extensions of current policy and practice. Long before “complete streets” became planning jargon to explain multi-modalism to the masses, Olympia and its other regional partners had incorporated non-motorized facilities into its street standards, impact fee calculations, and developer mitigation requirements. It seems a missed opportunity to not acknowledge and build upon that legacy in this plan.

The general tone and language in both the transportation and land use elements implies that older, established neighborhoods are denser than newer neighborhoods built since 1995. In fact, most of the older and established neighborhoods are much less dense than new neighborhoods. For example, recent assertions would have people believe that the eastside neighborhoods on either side of the 4th / State couplet are roughly 15 dwelling units per acre. In fact, that area has a gross density of 3.5 units per acre, which increases to 5.1 units per acre when only residential uses are considered. Net density in new neighborhoods is closer to 8 units per acre. That new development also brings with it public sidewalks, bike lanes, frontage improvements, and impact fees for projects elsewhere in the city. It is important to ensure that draft plan language does not inappropriately convey that “established neighborhoods” are more favored in terms of form and function than new neighborhoods, or somehow need to be preserved in their existing form. Few older neighborhoods cannot be improved upon as they evolve over time to meet the changing needs of their residents and property owners.

This is not an easy plan to read. The details don’t line up easily. Terms such as “low density” actually mean something different than what people would expect. Several terms and concepts used throughout this plan are unique to Olympia. This makes it challenging to know how well proposed policies might support other aspects of this plan.

Appendix A describes some key geographies and their associated issues. Most of these have a long history, much more complex than might be assumed from these descriptions. This section is an opportunity for Olympia to consider ways in which its philosophies and values about multi-modal priorities can better support social equity, environmental mitigation, financial feasibility, and strategic investment strategies. It is a chance to demonstrate that the City’s residents have differing and often competing values and opinions.

For example, it was interesting to read the description of the Decatur Street and 16th Avenue connections. This write-up would suggest that no one in this very large conglomeration of neighborhoods wants these streets to be connected. In fact, when we conducted the Phase 1 process for the West Olympia Access Study we found roughly equal support for these connections as there was opposition, loud protestations to the contrary. We also found that most people could not recall why 16th at Fern had been closed in mid-2001. It is important that Olympia’s process give equal voice to all those with a stake in the outcome of decisions such as this, and not marginalize those with differing opinions who cannot or will not engage in contentious public engagement. Usually there are several different viewpoints. Olympia is not an easy city in which to express points of view that are in opposition to those with the loudest presence, but that does not mean they don’t exist or shouldn’t be considered. The narrow discussion of the Decatur Street connection in the Appendix is a classic example of this.

This Planning Commission and City staff have their work cut out for them in translating the often-conflicting policies and vaguely specific requirements in the draft plan into effective implementing regulations and investment policy. As Olympia, TRPC, and the other corridor partners have learned over the years, it is much easier to sell a vision than to make it real. The easy aspects of community development have already been done – what is left are difficult decisions, competing interests, conflicting values, and scarce resources. 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.

I am happy to respond to any specific questions.

Sincerely,

Thera

Thera Black

Senior Planner

Thurston Regional Planning Council

2424 Heritage Court SW, Ste A

Olympia, WA 98502

www.trpc.org

360.956.7575

Nancy Lenzi

From: Allen Miller <allen@atmlawoffice.com>
Sent: Thursday, July 31, 2014 9:12 AM
To: ImagineOlympia
Cc: Steve Hall; Jay Burney; 'George LeMasurier'; 'Stephen Buxbaum'; 'Nathaniel Jones'; 'Robert Wubbena'; 'Gerald Reilly'; Cheryl Selby; Jim Cooper; Stephen Langer; Jeannine Roe; Julie Hankins
Subject: Imagine Olympia Comment

I agree with Bob's comment on the Comp Plan. It is important to remember that the historic Wilder and White and Olmsted Brothers City Beautiful Movement plans for the State Capitol Campus are the raison d'être for Olympia and how its core has developed over the last century. Those historic plans are world class architecture and have resulted in National Landmark status. The Comp Plan needs to reflect the perfection of those plans with the preservation and improvement of both Capitol Lake and the removal of the blighted buildings in the isthmus, and its redevelopment as the great civic space intended by the architects as the northern end of our "National Mall" connecting to the borrowed landscapes of the Olympics and Puget Sound. The Comp Plan needs to reflect the great work we have done toward completion of the North Campus with planned public uses and attractions such as the longhouse tribal museum, carousel, and artesian springs.

Allen T. Miller
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 www.atmlawoffice.com

-----Original Message-----

From: Robert Wubbena [mailto:rwubbena@gmail.com]
 Sent: Wednesday, July 30, 2014 7:11 PM
 To: Olympia Comprehensive Plan
 Cc: Steve Hall; Jay Burney; George LeMasurier; John DeMeyer; Chris.liu@des.wa.gov; Stephen Buxbaum; Nathaniel Jones
 Subject: Fwd: Cover Letter for Community Discussion Questions/Response By CLIPA

TO IMAGINE OLYMPIA--COMMENT CARD.---The following and the attached are my written comments on the Draft Comprehensive Plan. Please include my comments and the attached in the formal file to be considered in this process.

I have been part of the Olympia Community since 1968. Our family has owned several businesses on the Olympia Waterfront since 1981 and live on East Bay Drive. We have participated in the ULID that funded the Percival Landing, we have been active in the community, and now we are active on the Capitol Lake Improvement and Protection Association (CLIPA) with the objective of improving our waterfront so that the 500,000 expected citizens in the not to distant future have a place they can call "home and a quality place to raise a family"..

We believe that the Olympia City Council, the Tumwater City Council, the Thurston County Commissioners and the State all have the opportunity to shape the Deschutes Urban Watershed from Pioneer Park to Priest Point Park in a positive way for the 500,000 people that will inhabit this urban area in the very near future. The City of Olympia's Comprehensive Plan Update needs to reflect the future related to a major part of the City.

We believe that some of our elected officials are confused.

The draft Plan for "Imagine Olympia" has left out a "huge part of our future" and has not addressed the Urban Waterfront even though there has been an active Community Discussion about one of the most significant elements of the Downtown Olympia. Capitol Lake has been in the paper, at public forums and CLIPA has met with each City Council person and with City Administration. Still your draft discussion documents are silent on this issue.

Please include this email, the attached Cover Letter, and the 45 Questions that the area citizens have asked about the future of Capitol Lake and the Downtown Olympia area during two recent Community Discussions, in the written questions to be consider by the City's Comprehensive Planning Process..

It is curious on how little is included in the draft plan, considering that the CLAMP proposal will cost \$258 million, the CLIPA proposal will cost about \$40 million over the next 20 years, and the Olympia Do Nothing option will essentially destroy or significantly alter the Olympia Boating waterfront and all of the projects now planned for the Isthmus and Percival Landing. Projects. How does your Draft Plan intend to deal with this issue. Being silent on it is not effective planning. This is why we have asked the State Capitol Committee to "convene a group of Executive Leaders" to provide direction.

Regardless of which option the City Council supports, it is a major "hit" on the City's future Plan and the current draft says little about it..

Please include the following in your submitted information on the draft plan and include your response. The State is the lead on the Lake, but the Lake is in the middle of the City's Plan for the Future. Ignoring it will not make the complex issues and the cost go away.

TO CITIZENS OF THE STATE OF WASHINGTON AND RESIDENTS OF THURSTON COUNTY --WHAT SHOULD THE FUTURE OF CAPITOL LAKE LOOK LIKE?

cc Forum Sponsors, Elected Officials and State Agency Directors

The Capitol Lake Improvement and Protection Association (CLIPA) initiated a Community Discussion on the future of Capitol Lake and proposed that the Community form an Urban Watershed Management District. The intent is to involve the Public and Private Leaders of our Community in a "convened discussion" that will lead to a shared plan for the area from Pioneer Park to Priest Point Park.

In the initial two discussions held on June 25 and July 9, over 300 members of the community and representatives of our state and local governments were given a chance to ask questions and to elevate the discussion from the "staff level to the Executive Level" of the responsible agencies and governments. Attached are the questions raised during these two public forums, with a response by CLIPA, based on the almost \$3.5 million in studies funded by the State and CLIPA. The science, the costs, and the alternative approaches are well documented. What is missing is the "community approved plan" for their Urban Watershed and Waterfront.

We encourage you to review the attached Question/Answers to the issues raised by the Community. Additional information is available on the CLIPA website, www.savecapitollake.com . CLIPA is asking the Thurston County Chamber to help keep this issue on the agenda of the entire community, and ask the question to every elected official or potential elected official in this falls election about their recommendations on the next step. This is a Community issue that could

cost the taxpayers \$258 million that would only serve one agenda--remove the 5th Ave Dam, or it could be the start of a truly integrated plan by all of the local governments, private businesses, and the community that will become the show case known as "The Deschutes Urban Watershed District" from Pioneer Park to Priest Point Park.

Read the attached and send us your questions. Then call your elected officials and find out what their role will be in making this happen. It is time to develop and implement a plan based on the already completed studies.

The State Capitol Committee is the lead agency and are now being asked to Convene the Executive Level Public Private Committee this fall to guide the development of the plan.

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Bob Wubbena
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August 1, 2014

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

Mayor Buxbaum and Members of the City Council,

The mission of Olympia Master Builders (OMB) is to provide affordable housing to all segments of society. OMB's members believe that this is best achieved through a free market, and sensible but minimal regulation that promotes the public safety and protects the reasonable use of private property.

The current draft of the Comprehensive Plan Update contains provisions that require what used to be encouraged or suggested, and other provisions that are inconsistent with the Plan's desired goals for growth and development and density.

First, OMB expresses support for the new Land Use Designation Map, and the greater flexibility for rezones within the land use designations. This is a positive step toward allowing property owners, builders, and developers greater flexibility when working to adapt and cater to an ever-changing market. It allows for greater and timelier creativity in the use of property in ways that will benefit neighborhoods and the city as a whole.

Unfortunately, some provisions moved in the other direction, toward more directive and prescriptive policies. As was repeatedly mentioned at the public hearing on July 22, the City Manager's recommendations in the following areas were reasonable approaches, and the Council ought to adopt them.

1. **Minimum Densities.** The Planning Commission recommended minimum densities of 25 units per acre in areas designated for high-density residential development. The City Manager recommended making 25 units per acre a goal, but not a requirement. The Council's Environment and Land Use Committee discussed whether a 25-units-per-acre requirement would be counterproductive to the goals of the high density areas, and recommended walking the requirement back a bit to make room for certain mixed-use projects. It is OMB's position that zoning should reflect market realities, and the fact of the matter is that the market currently does not support 25 units per acre densities. This means that positive growth in targeted areas may be deterred if otherwise viable projects can't meet the minimum density requirement. OMB recommends adoption of the City Manager's recommendation, leaving the minimum of 15 units per acre, but making 25 units per acre a goal.

2. **Alleys.** The Planning Commission’s draft required alleys in new residential developments along arterial and connector streets. At the Environment and Land Use Committee meeting in which this provision was discussed, varying interests recommended against the requirement. One gentleman in the audience said that alleys create more impervious surfaces. Another gentleman said that homes with alleys behind them do not do well in the market. City staff present at the meeting presented a number of reasons why alleys may not work or be a good idea. The Committee settled on language that requires alleys “where practical” or “where feasible.” There is no need to make such a requirement in the Comprehensive Plan. OMB again takes the position that the City Manager’s recommendation should be used.

3. **Design Review Jurisdiction.** This is another example of the document unnecessarily adding to the regulatory burden of builders and developers. Design review should not be extended to any residential properties, and should be limited to commercial and public facilities plainly visible from city streets and freeways.

Finally, the issue of view protections is a major stumbling block to the goals of the Comprehensive Plan Update. The Plan states very clearly its goals of directing density downtown, around Capital Mall, and on Martin Way. Residential density will require taller buildings. Building up can be expensive, but it gets more cost efficient above three stories. That means that to achieve target densities in an economically viable way—for builders *and* tenants—buildings must be allowed to be taller than three stories. However, view protections and strict height limits could significantly limit the City’s ability to achieve its goals.

The Plan contains a list of 7 landmark views and 26 locations around the City from which those landmarks should be seen, creating 182 view corridors that blanket most of the city, including all of downtown. While these views are technically only suggested in the Plan, it is hard to imagine any of them being eliminated once the public process to identify views begins. OMB has serious concerns about the effect of these view protections on the nature and patterns of future growth.

At a minimum, the suggested views should be deleted from the Plan. Ideally, the Plan would recognize and be more responsive and flexible to the realities of the market, would contain language that is more protective of the reasonable use of private property, and would reduce barriers to accommodating future growth in the way the rest of the Plan contemplates.

OMB and its members look forward to being a part of what could be an exciting time for Olympia in the next twenty years. Hopefully, the Comprehensive Plan can be a positive document that unites the city around lofty and achievable goals.

Sincerely,



Adam Frank
Government Affairs Director

- Olympia Master Builders -
BUILDING STRONG COMMUNITIES,
ONE HOME AT A TIME.

www.omb.org

Nancy Lenzi

From: Adam Frank <adam@omb.org>
Sent: Friday, August 01, 2014 2:31 PM
To: ImagineOlympia
Subject: OMB Comp Plan Comments
Attachments: OMB Comp Plan Comments.pdf

Please see the attached comments related to the Olympia Comprehensive Plan Update. Thank you for the opportunity to comment, and thank you for all the hard work that has gone into producing the Plan.

Sincerely,



Illing Realty Investments

*3241 Musser Lane SW
Olympia, Washington 98512*

*(360) 480-5959
joeilling@comcast.net*

August 4, 2014

Ladies and Gentlemen:

I own property in downtown Olympia at 406 Water Street. I'd like to comment on the suggestion in the Olympia Comprehensive Plan Update that the city re-visit its View Policies in order to protect views from designated public places.

While this suggestion has noble intent (and Parisian scope), I believe it's misplaced in that the height restrictions of any such ordinance would work counter to the avowed efforts of both the city and the county to fight urban sprawl by increasing central city densities.

It would also slow the revitalization of downtown, which almost all responsible parties acknowledge will fail without the creation of a resident population. Obviously restricting construction opportunities would inhibit this.

It's unnecessary in that the current View Protection policies have been in place for some time and are generating little controversy. In other words, they're working.

This proposal would drown staff in a minutia of detail as to the selection of the designated public places, the azimuths, the economic costs, the squabbles and the conflicts they would catalyze.

Finally, the creation of a committee to re-visit the View Policy introduces another uncertainty into the planning process for those contemplating devoting time and capital to projects downtown ... in other words, developers will look elsewhere where rules are certain, focused, and not confusingly counterproductive.

Yours truly,

Joe Illing
Principal

Karen Kenneson

From: Leonard Bauer
Sent: Tuesday, August 05, 2014 2:42 PM
To: ImagineOlympia
Subject: FW: Input on Olympia Comprehensive Plan
Attachments: Comprehensive Plan letter.doc

From: CityCouncil
Sent: Tuesday, August 05, 2014 2:21 PM
To: 'dick.binns@gmail.com'
Cc: Councilmembers; Steve Hall; Jay Burney; Keith Stahley; Leonard Bauer; Amy Buckler
Subject: FW: Input on Olympia Comprehensive Plan

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: Dick Binns [<mailto:dick.binns@gmail.com>]
Sent: Tuesday, August 05, 2014 2:08 PM
To: CityCouncil
Cc: Michelle Sadlier
Subject: Input on Olympia Comprehensive Plan

City Council: Please see attached document with input on Comprehensive Plan review for City Council .

Michelle: Thought I'd copy you as we met at the Comprehensive Plan open house in early July.

Thanks
Dick Binns

TRANSMITTED VIA ELECTRONIC MAIL
citycouncil@ci.olympia.wa.us

August 4, 2014

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

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

Thank you for the opportunity to comment on the City's update of the Comprehensive Plan. My wife and I recently moved to the greater Olympia area from Portland and we're impressed with how rich Olympia is in terms of natural beauty and historical significance to the Pacific Northwest. One or both of us are also members of the Olympia Yacht Club, the Olympia Branch of the Mountaineers and the World Affairs Council.

I support the concept of the Comprehensive Plan and am in agreement with much of its contents. I would however like to bring the City's attention to a couple specific areas.

1. *"Urban Waterfront" Activities*

Olympia is defined by the State Capital and the City's waterfront. It is truly a waterfront community in every sense of the word. Significant income, jobs and tax revenues are generated by the businesses and activities on and near the water, with much of it coming from the visitors and tourists who are attracted by the waterfront. It's my understanding the Shoreline Master Program as proposed creates a preference for water-oriented uses which would include among other activities, our Yacht Club, marinas, both public and private, boat excursions, kayaking or boarding, parks and the Boardwalk. I recommend that a "preference for water-oriented" uses be specifically added to the defined Urban Waterfront areas of the Comprehensive Plan to capitalize on Olympia's rich waterfront resources.

2. *View Protections & Rigid Requirements*

In public comments aired at the most recent meeting there were recommendations that the Plan remain flexible rather vs. rigid and this is particularly important in light of the Plan's long life span. While view protection is a valid goal and one I support, I encourage the City to adopt a general policy of protection and then create a process to define and locate those views. A view that's valuable today may need modification in 10 years and the plan should allow such flexibility. So too should the general language of the Plan be flexible. Prohibitions or restrictions should be avoided and this can happen without sacrificing the core framework of the Plan.

Related to the view protection provisions was a statement on page 81 that no public buildings be sited within the view corridors. While in general this makes sense, it shouldn't preclude development of public buildings that would benefit many from a view location. A case in point (assuming funding) might be a new Olympia Timberland Library that could be stunningly set overlooking Budd Inlet.

3. *Capitol Lake*

The debate over Capitol Lake continues with conflicting analysis presented and no resolution in sight. There are proposals which retain the lake and work aesthetically and scientifically. While these proposals and discussions persist, the Lake's condition continues to deteriorate due to lack of maintenance and upkeep. Regardless of what ultimately happens, the Lake remains as we speak, a lake and a major attraction. It is a community asset and should be maintained. I ask for recognition in the Plan that further deterioration of the Lake not be tolerated and until such time as an alternative approach is adopted that Capitol Lake be properly maintained.

4. *Closing Note on Olympia's Waterfront History*

I mentioned in the first paragraph how my wife and I are impressed with Olympia's rich history. Recently I had the opportunity to experience this in a small firsthand way at the June 22nd wedding reception of my younger daughter. The reception was held at the Yacht Club which along with the nearby Boardwalk & Percival Landing provides an awesome venue for such events. My much older cousin took me to the Boardwalk and pointing to the Percival Landing area told me how as a young boy from Shelton he remembered being taken to visit the **USS Constitution** when she visited Olympia on a US Pacific tour. The visit to the **Constitution** clearly made an impression on him, young as he was. And as I subsequently discovered from researching the **Constitution's** web site it was 81 years ago to the day that he'd visited the ship because the **Constitution** came to Olympia on June 22nd, 1933.

As a member of the 110 year old Olympia Yacht Club and a resident of the greater Olympia area thank you for the opportunity to comment on the City's Comprehensive Plan.

Best regards,

Dick Binns

dick.binns@gmail.com

Karen Kenneson

From: Bob Van Schoorl <bvanschoorl@comcast.net>
Sent: Tuesday, August 05, 2014 11:42 AM
To: ImagineOlympia
Cc: Steve Hall; CityCouncil
Subject: Comments: Draft Comprehensive Plan
Attachments: Comprehensive Plan Comments August 2014.docx

Mayor, Council Members, City Manager and Planning Staff:
Please find attached (and below) my comments on the Olympia Draft Comprehensive Plan.

Bob Van Schoorl
119 22nd Ave SW
Olympia, WA 98501

Bob Van Schoorl
119 22nd Ave SW
Olympia, WA 98501

August 4, 2014

Mayor Buxbaum and City Council Members
City Hall
Post Office Box 1967
Olympia, WA 98507-1967

RE: Draft Comprehensive Plan

Dear Mayor Buxbaum and City Council Members:

I am writing to provide comments on the July 1, 2014 City Council Draft Comprehensive Plan Update. I would also like to congratulate you on your and staff's efforts to bring forth a very good comprehensive plan update. However, I do believe that it does require some adjustments.

Waterfront Heritage

First and foremost, I would like you to keep in mind the Waterfront Heritage of Olympia. Olympia exists because of our working waterfront. Over the years, however, our waterfront has transitioned into a fabulous public gem and source for an untold amount of waterfront recreation, whether it is just a casual walk on the boardwalk, kayaking or boating. The downtown waterfront is home to several hundred sail and power boats which serve to bring life to the waterfront and economic activity to the downtown. Meg and I have been active boaters in Olympia for three decades. This heritage should be a principle focus of the comprehensive plan. Please keep our Waterfront Heritage foremost in your thoughts as you amend and adopt the draft comprehensive plan.

Urban Waterfront

A large portion of the downtown waterfront core has the "Urban Waterfront" designation. However, the comprehensive plan, in Appendix A, fails to reflect the preference for water-oriented uses. This is required by the Shoreline Management Act and reflected in the City's Shoreline Master Program(SMP) currently under review by the Department of Ecology. I believe that you should amend the comprehensive plan to give preference to water-oriented uses within the "Urban Waterfront" and to bring it into consistency with the SMP. This also goes to my first point on reflecting the active use of our downtown waterfront and our Waterfront Heritage.

View Protection

While I fully support protecting Olympia's landmark views, I believe that the draft comprehensive plan goes a bit too far in identifying a comprehensive list of views and observation points to be included in a future visioning process. I support a statement of general policy to protecting landmark views and a public process to define those views and observation points. Please provide this flexibility within the plan.

Capitol Lake

The draft comprehensive plan contains a new policy to support a process for a “balance and sustainable approach” for managing Capitol Lake. While the State will engage in a process beginning this fall to evaluate Lake alternatives, it is unrealistic to assume that given the financial health of state government and other factors, the likelihood of any significant change during the life of this plan is negligible. Meanwhile, the City’s SMP envisions Capitol Lake as a lake. The comprehensive plan should be consistent with the SMP and recognize the Capitol Lake as a lake also.

Prescriptive Language

I have had the opportunity to observe and participate in a number of community building processes. The ones that worked best and were most successful were the ones that had the most partnership and the most flexibility to the parties involved. Unfortunately, the draft comprehensive plan does just the opposite. The plan’s extensive over use of prescriptive language severely limits the opportunities for community, business, and government partnerships and limits the flexibility of future councils and community processes. Conditions, both economic and environmental, will change. I strongly encourage you to severely limit the use of prescriptive language in the plan and provide the flexibility to adapt to future circumstances.

Subarea Plans

I support the concept of developing subarea plans for much of our community. But I am most concerned about the development of the downtown subarea plan given my first comment on the Waterfront Heritage of our downtown subarea. I very strongly encourage you to ensure that the waterfront recreational community be firmly represented at the table, specifically our local marinas and the historic Olympia Yacht Club. These entities have a significant stake in the success of our downtown and the preservation of our community heritage.

Thank you for your consideration of these suggestions. I would be happy to discuss any of them with you if you would like to contact me.

Respectfully,
Bob Van Schoorl

Bob Van Schoorl
360-789-8810

cc. City Manager
City Planning Staff

Sent via email

Bob Van Schoorl
119 22nd Ave SW
Olympia, WA 98501

August 4, 2014

Mayor Buxbaum and City Council Members
City Hall
Post Office Box 1967
Olympia, WA 98507-1967

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Respectfully,

Bob Van Schoorl

Bob Van Schoorl
360-789-8810

cc. City Manager
City Planning Staff

Sent via email

Karen Kenneson

From: Leonard Bauer
Sent: Tuesday, August 05, 2014 2:42 PM
To: ImagineOlympia
Subject: FW: Comments on Comprehensive Plan
Attachments: ComtsOlyCity Council 2.doc

From: CityCouncil
Sent: Tuesday, August 05, 2014 2:23 PM
To: 'wgslwrlw@q.com'
Cc: Councilmembers; Steve Hall; Jay Burney; Keith Stahley; Leonard Bauer; Amy Buckler
Subject: FW: Comments on Comprehensive Plan

Thank you for your comments. I will forward them on to all Councilmembers and appropriate staff.

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: CenturyLink Customer [<mailto:wgslwrlw@q.com>]
Sent: Tuesday, August 05, 2014 10:49 AM
To: CityCouncil
Subject: Comments on Comprehensive Plan

Mayor Buxbaum, Council Members and Staff - attached are my comments on the Comprehensive Plan. I believe the Comp Plan and the Shoreline Master Plan should follow the same pathway when describing our "Urban Waterfront"; the Comp Plan should include water-oriented uses too. Attached are basically the oral comments that I made at the Jul 22nd public meeting. Again thanks for the opportunity to comment on this draft Comp Plan.

Robert (Bob) Wolf
6810 Fairway Ln SE
Olympia, WA 98501
Ph 360-402-3408

Comments on Draft Olympia Comprehensive Plan

Dear Mayor Buxbaum & Council members Cooper, Hankins, Jones, Langer, Roe and Selby

1. OYC believes the Council needs to ensure that the Comprehensive Plan policies are completely consistent with what is being proposed in the draft Master Program. This includes policies which recognize and foster the preference for water oriented uses along Olympia's urban waterfront and policies that recognize that the Master Program envisions Capitol Lake as a lake and not an estuary.

2. OYC is a water front community organization that has been in its present location for 110 years. It is not a business, it does not have anything to sell. Its vision is to remain in this position for another 110 years. OYC always seeks ways to improve the community and in the past year has gained the recognition as a "Green Marina", has removed contaminated soils and is in the process of replacing wooden creosoted pile with steel piles as needed. Maintaining water quality within Bud Inlet is an OYC priority.

3. OYC is more than a marina; OYC is the only organization that promotes and shares recreational boating and boating activities in Olympia. Currently OYC is conducting one of the largest junior sailing education programs in the Puget Sound. This is completed annually in conjunction with the Olympia Parks and Recreation Department. This program trains future community residents, leaders and business owners. It provides them with watercraft skills, understanding the need to protect these waters, and how difficult this task can be, while small changes all improve Bud Inlet water quality.

4. OYC believes the View Protection provisions are too specific. As stated above OYC has been a landmark view for over 100 years and should be protected in that landmark view for the next 100 years. We want to continue to utilize our facilities to allow us to interact with the community and promote the City of Olympia's water heritage.

5. OYC's vision is to maintain a clean and secure environment close to shopping and other downtown activities. Provide water oriented activities for the community throughout the year which supports community activities like the "Special Peoples Cruise", Foofaraw which honors all branches of our military in conjunction with the Squaxin Tribe and the city Chamber of Commerce. OYC also provides reciprocal moorage to over 100 boating clubs in Washington and Canada, being one of the gate keepers of the portal for boaters to visit our city.

Robert L. Wolf

Olympia Yacht Club Life Member

Karen Kenneson

From: Amy Buckler
Sent: Tuesday, August 05, 2014 3:53 PM
To: ImagineOlympia
Subject: FW: Public comment re Comp. Plan
Attachments: Comp Plan Itr..doc

From: CityCouncil
Sent: Monday, August 04, 2014 10:09 AM
To: 'wschefter@callatg.com'
Cc: Councilmembers; Steve Hall; Keith Stahley; Leonard Bauer; Amy Buckler
Subject: FW: Public comment re Comp. Plan

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: walt schefter [<mailto:wschefter@callatg.com>]
Sent: Sunday, August 03, 2014 10:38 AM
To: CityCouncil
Subject: Public comment re Comp. Plan

Please see attached my comment to the Comprehensive Plan.

Thank You

Walt Schefter
7040 Quartz Lane NE
Olympia, WA 98516

July 31, 2014

TRANSMITTED VIA ELECTRONIC MAIL

citycouncil@ci.olympia.wa.us

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

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

I am a resident of rural Olympia and a member of the Olympia Yacht Club. I wish to comment on the City's current efforts to update the Comprehensive Plan. I support the concept of the Comprehensive Plan and in my review of the current proposal am in agreement with much of the proposed Plan. I would, however, bring to the City's attention areas that I would like addressed.

1. *"Urban Waterfront" and its use*

Olympia is defined by both the State Capital and the City's waterfront. We are a water front community. In terms of economic vitality there are hundreds of thousands of tax dollars generated by the businesses and activities on the water and much more by way of visitors and tourists who do business down town. It is my understanding the Shoreline Master Program as proposed and many other sources create a preference for water-oriented uses which would include among other uses, our Yacht Club, marinas, both public and private, parks and the Boardwalk. I would recommend a "preference for water-oriented" uses be specifically referenced in relation to the defined Urban Waterfront areas of the Comprehensive Plan.

2. *View Protections and Rigid Requirements*

During the public comments aired at the most recent meeting there were recommendations that the Plan remain flexible rather than rigid. This is especially important in light of the long life span of the plan. While view protection is a valid goal and one I support I encourage the City to identify only a general policy of protection and the creation of a process to define and locate

those views. A view that is valuable and worthwhile today may need modification in 15 years or so. The plan should allow such flexibility. So to should the general language of the Plan be flexible. Prohibitions or restrictions should be avoided and can be avoided without sacrificing a solid framework within the Plan.

3. *Capitol Lake*

The debate over Capitol Lake continues with conflicting analysis presented and no resolution in sight. There are proposals being discussed which will retain the lake and will work, both aesthetically and scientifically. While these proposals and discussions continue the conditions in the lake continue to deteriorate for lack of maintenance and upkeep. Regardless of what is ultimately done the lake is, and remains as we speak, a lake and a major attraction. It is an asset of the community and should be maintained. I would like recognition in the plan that further deterioration is not to be tolerated and until an alternative approach is adopted Capital Lake will continue to be managed and maintained as a lake.

Thank you for considering my observations and comments.

Very truly yours

Walter L. Scheffer
7040 Quartz Lane NE
Olympia, WA 98516
360-491-2313

Karen Kenneson

From: George <4gwsmith@comcast.net>
Sent: Tuesday, August 05, 2014 6:18 PM
To: ImagineOlympia
Subject: Fwd: Undeliverable: Fwd: Document1
Attachments: mime-attachment; mime-attachment

Sent from my iPad

Begin forwarded message:

From: <postmaster@ci.olympia.wa.us>
Date: August 5, 2014 at 4:37:31 PM PDT
To: <4gwsmith@comcast.net>
Subject: Undeliverable: Fwd: Document1

Delivery has failed to these recipients or groups:

imagineolympia@ci.olympia.wa.us (imagineolympia@ci.olympia.wa.us)

The e-mail address you entered couldn't be found. Please check the recipient's e-mail address and try to resend the message. If the problem continues, please contact your helpdesk.

Diagnostic information for administrators:

Generating server: ci.olympia.wa.us

imagineolympia@ci.olympia.wa.us

#550 5.1.1 RESOLVER.ADR.RecipNotFound; not found ##

Original message headers:

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X-ASG-Debug-ID: 1407281850-5db9d8870001-BDUboN
Received: from qmta06.emeryville.ca.mail.comcast.net (qmta06.emeryville.ca.mail.comcast.net [76.96.30.56]) by ms10.tcnoc.com with ESMTP id vxnhBSGX21COiGAY for <imagineolympia@ci.olympia.wa.us>; Tue, 05 Aug 2014 16:37:30 -0700 (PDT)
X-Barracuda-Envelope-From: 4gwsmith@comcast.net
X-Barracuda-Apparent-Source-IP: 76.96.30.56
Received: from omta20.emeryville.ca.mail.comcast.net ([76.96.30.87]) by qmta06.emeryville.ca.mail.comcast.net with comcast id bA2V1o0081smiN4A6BdW5h;

Tue, 05 Aug 2014 23:37:30 +0000
Received: from [192.168.1.101] ([50.135.116.144]) by
omta20.emeryville.ca.mail.comcast.net with comcast id
bBdV1o0083709yA8gBdV1A;
Tue, 05 Aug 2014 23:37:30 +0000
Subject: Fwd: Document1
References:
<02a84851d16f447c900f08f77700e950@BLUPR05MB514.namprd05.prod.outlook.com>
X-ASG-Orig-Subj: Fwd: Document1
From: George <4gwsmith@comcast.net>
Content-Type: multipart/alternative;
boundary="Apple-Mail-8E1C92A7-23A3-47B6-9861-5F39F4C76FE8"
X-Mailer: iPad Mail (11D201)
Message-ID: <774AE6D9-24C5-444F-AF45-4E399AC16875@comcast.net>
Date: Tue, 5 Aug 2014 16:37:29 -0700
To: "imagineclympia@ci.olympia.wa.us" <imagineclympia@ci.olympia.wa.us>
Content-Transfer-Encoding: 7bit
MIME-Version: 1.0 (1.0)
DKIM-Signature: v=1; a=rsa-sha256; c=relaxed/relaxed; d=comcast.net;
s=q20140121; t=1407281850;
bh=Ue6bgk6j8RmNvGa84UJNv55mg7oq8mAPSBYExctTeLw=;
h=Received:Received:Subject:From:Content-Type:Message-Id:Date:To:
Mime-Version;
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X-Barracuda-Connect: qmta06.emeryville.ca.mail.comcast.net[76.96.30.56]
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X-Barracuda-URL: <http://ms10.tcnoc.com:80/cgi-mod/mark.cgi>
X-Virus-Scanned: by bsmtpd at tcnoc.com
X-Barracuda-Spam-Score: 0.00
X-Barracuda-Spam-Status: No, SCORE=0.00 using per-user scores of
TAG_LEVEL=1.5 QUARANTINE_LEVEL=2.8 KILL_LEVEL=4.0 tests=HTML_MESSAGE
X-Barracuda-Spam-Report: Code version 3.2, rules version 3.2.3.8157
Rule breakdown below
pts rule name description

--
0.00 HTML_MESSAGE BODY: HTML included in message
Return-Path: 4gwsmith@comcast.net

Karen Kenneson

From: George <4gwsmith@comcast.net>
Sent: Tuesday, August 05, 2014 4:37 PM
To: imagineolympia@ci.olympia.wa.us
Subject: Fwd: Document1
Attachments: Document1.docx

Sent from my iPad

Begin forwarded message:

From: Cindy Smith <csmith@prsystemsinc.com>
Date: August 5, 2014 at 4:27:02 PM PDT
To: George <4gwsmith@comcast.net>
Subject: Document1

Okay you send it to : imagineolympia@ci.olympia.wa.us

August 5, 2014

To: Olympia City Council Members
Olympia Mayor

Re: Olympia Comprehensive Plan

OYC has been an active part of downtown Olympia for over 100 years with activities such as, the Special Peoples Cruise, Foofaraw (a 52 year old military appreciation day), Lakefair, cruises with our Sister City from Japan, fundraisers for the Hands on Children's Museum, and the Parade of Lighted Ships during Christmas time.

With OYC on the downtown waterfront it brings in many guests to our city with our reciprocal visitor's dock. These visitors are from up and down Puget Sound, Canada and even a few from other parts of the world who spend money in our city. These guest buy food, marine supplies, eat in our restaurants, and enjoy the entertainment our great city has to offer.

If anything catastrophic happened to our club, like the fire at the Oyster House, we would like to be protected so we would be able to rebuild our facilities.

Many years ago our fore fathers designed Capitol Lake to be a reflecting pond for the Capitol Building of our State. This was an excellent idea at the time and still is. Let's keep the lake.

Thank you
PC George Smith
Chairman of the Board

From: [Keith Stahley](#)
To: [Michelle Sadlier](#)
Subject: FW: Comments - Draft City of Olympia Comprehensive Plan
Date: Wednesday, August 06, 2014 3:37:19 PM

From: CityCouncil
Sent: Tuesday, August 05, 2014 5:07 PM
To: 'Kathy McCormick'
Cc: Councilmembers; Steve Hall; Keith Stahley; Leonard Bauer; Amy Buckler
Subject: RE: Comments - Draft City of Olympia Comprehensive Plan

Thank you for your comments. I will forward them on to all Councilmembers and appropriate staff.

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: Kathy McCormick [<mailto:kathy.mccormick@comcast.net>]
Sent: Tuesday, August 05, 2014 4:31 PM
To: CityCouncil
Cc: Keith Stahley; Leonard Bauer
Subject: Comments - Draft City of Olympia Comprehensive Plan

The City should be commended for this latest version of the draft update to the Olympia Comprehensive Plan. Please consider several general and specific observations, cautions and recommendations.

- **The choice of cover picture is a telling statement about Olympia's goals** - lots of people filling Olympia activity centers - especially downtown. If only sidewalks could look like this each day - not just on rare event days. Think about what this could mean for safety, commerce, exchange of ideas, sheer joy and healthy activity for anyone living or visiting these areas.

- **Page 17 - Vision for Transportation.** Achieving this ongoing vision will depend on maintaining and adding to Olympia's connected street network AND working with adjacent jurisdictions to coordinate and connect with other regional networks. Street connections are - and will continue to be - the linchpin of a multi-modal transportation system that works for all travelers AND will be key - along with the built environment to achieve greenhouse gas reduction goals.

- **Pg. 19 Vision for Economy** - City vision for a healthy economy will depend on City ability to realize its goal for focusing growth as much as possible in activity centers especially the downtown. The plan notes a goal of 25% of new development is to be located in downtown. As the many past studies for downtown have shown this can't and won't happen without a large increase in housing for a full range of incomes. Studies continue to confirm that the vitality of a city downtown will determine city economic health and its ability to attract job creators to the area. In addition, the city should consider the conclusion of all housing studies done over the past 30+ years that identified the high amenity sites (i.e. close to or adjacent to the waterfront and parks) where market rate housing for empty nesters could be feasible. This is another lynchpin for achieving so many city goals. Check out the detailed plans done in the past that show that getting 25% of new housing downtown (approx 3000 units over 25 years) would take about 15 to 20 blocks of 5 to 7 story housing projects (with any parking provided inside the building). Many more blocks would be needed if any surface parking was used for the new units. Additionally, the City has yet to get much return on investment from the millions of dollars spent on Percival Landing (being rebuilt for the second time), Heritage Park and the many other street and sidewalk improvements built over the last 30+ years. This is tax base waiting to happen!

- **Pg. 20 Vision for Affordable Housing** - This means making sure there is a full range of housing types in all neighborhoods to allow choice as household needs change to fit all stages of life and incomes. The city must actively encourage the full range of "gentle density types" in neighborhoods - attached housing of all kinds, accessory dwelling units and infill development on empty lots.

- **Pg. 54 - GN8 - Re: Reduction of greenhouse gas emissions.** The goals identified are going to be extraordinarily tough. How tough? The City should support a regional effort for figure out how to achieve these goals with a regional climate action plan to determine what this region must do to reach these important - but lofty goals. We already know that land use density, connected streets and neighborhoods dense enough to support a destination with some goods/services will be key for all cities to make sure that sprawl and VMT is greatly diminished (See Regional Sustainability goals that 95% of all new growth in the region be within UGA boundaries) We need to do the work as a region to become realistic and know where to put our efforts if our goals are to become a reality.

- **Land Use and Urban Design - Pg. 66** - the vision for a "single vital community..." and a "pattern and mix of land uses to support healthy lifestyles such as walking to nearby services instead of driving ..." won't happen without street connections and activity centers supported by enough development density to make the destination services feasible. Without this most areas will continue to be "drive only" and will erode our ability to reach many city goals.

A major concern with this draft Olympia Comprehensive Plan is the articulation of vision without the articulation of the combination of key elements that are absolutely necessary to make the vision a reality. In addition there is no acknowledgement of the conflicts and the clarity that will need to be achieved before progress toward goals can be met.

- **This is most evident in the sections on protection of views.**

- **New language (Pg. 73) regarding "protection of views and historic landscapes...valued by the public" and pg. 79 PL 3.3 "protect historic vistas from the Capitol Camus to Budd Inlet and the Olympic Mountains and from Budd Inlet to the Capitol Group. This is totally**

ambiguous and misleading and will continue the lack of clarity that has existed for decades and that continues to stymie development and development processes. The existing plan wording attempted some clarity (after much discussion with past planning commissions and councils) with its language that included views to the Capitol **Dome** - not the entire Capitol Group. What does this mean? How will this be implemented? What is the affect on zoned land downtown and the city goal to get 25% of new development in the downtown. These questions should be answered and the language changed to reflect the need for clarity and a process that will include consideration of all city downtown goals - NOT views in isolation!

- **Pg. 83 PL 8.3** “Prevent blockage of landmark views by limiting heights of buildings on west and east ridge lines” - What does this mean?

- **PL 8.5** “Set absolute maximum building heights to preserve publicly identified observation points and landmark views which may include: Olympic Mountains; Puget Sound; Mt. Rainier; State Capitol **Group**; Forested Hills and Slopes; Capitol Lake/Estuary; Black Hills”.

This sure sounds like from everywhere to everything not only extending the ambiguity that exists in the existing plan but without any caveat. This language should be changed to reflect that the city will undertake a process to identify view points from specific places to specific places to achieve both preservation of views as well as city infill and redevelopment goals. This process should also include the role of city goals to the region to achieve regional sustainability, the wise use of land, and the goals to preserve farm and forest land, clean air and water including Puget Sound, and to achieve energy and greenhouse gas reduction goals.

- **Commercial Uses and Urban Corridors** - beginning on Pg. 88 - Policies PL11.1. to 11.4 could also be stymied by the ambiguity of the views corridor policies above. It should be clarified in PL 12.2 that establishment of maximum building heights proportional to streets... and that retain scenic views will be identified through a City process that will consider implications for the full range of city goals.

- **Leveraging Investment - Pg. 285 re: GR2** - “**The city leverages its investments** in parks, arts and recreation programs and facilities”. This is an important goal. The City (and State) have spent millions of dollars in parks, arts and recreation programs in downtown but have not achieved the return on investment they could have over decades because they have allowed very little development on private properties adjacent to these high amenity areas. This has been a huge loss to the City. The continued ambiguity in this draft plan as identified above will continue to stymie that development until the City is able to be clear about the - feasible to build - development that will achieve City goals and be supported. This lack of return on investment has been a real loss to the City and has been a major factor in the deterioration of downtown. In addition, untold dollars and human effort have gone into “band aid” efforts to make downtown safe and inviting. This can be changed. The City has an opportunity to achieve the goals of this plan **ONLY** if it can get the downtown housing development for a full range of incomes it so badly needs and that the citizens of the City and region so deserve.

Jay Elder
1018 Olympia Avenue
Olympia, WA 98506
jayelder@comcast.net

Olympia City Council

Dear Council Members,

I am writing to give suggestions for the 2014 Comprehensive Plan. In general, the document is agreeable to most Olympians, thanks to the Imagine Olympia process, and to the continuous updating of the draft in the past year. I thank you and staff for your hard work.

As you know, there are some parts of the Plan, which are still controversial. My opinions on these issues follow:

1. Urban Corridor

The idea of 3 nodes, which concentrate services and reduce the need to drive, by increasing density, is a good one. Including 4th and State Avenues between Plum and Fir in this high-rise densification, is not.

Right now, it's proposed that buildings on the north side of State and south side of 4th will have a height limit of 35 feet, while buildings between 4th and State can be 70 feet. This is a bad idea for several reasons:

- This safe, already-thriving area will draw developers away from the downtown core, where we really need development to occur. We will displace current businesses and residents, while the downtown continues to decay.
- This hillside is packed with well-maintained historic houses. The profit margin on a building increases with height. Allowing taller buildings on State and 4th will encourage the destruction of historic properties.
- Some of the best public views in Olympia are found driving down State Avenue from Central Street. Just one 70-foot building at Tullis would occlude this view.
- Residential neighborhoods either side of 4th and State have improved radically in the last 40 years, and are safe, beautiful, quiet places to live. Putting 70-foot buildings on State hill will eliminate views and light for these neighborhoods, and well as create inevitable traffic and parking impacts.

Eliminate State and 4th between Fir and Plum from the Urban Corridor, for the same reasons the South Capitol Way was eliminated as an urban corridor.

2. Zoning Changes

In the previous Comp Plan, zoning changes can only be made once per year as Comp Plan amendments. In the 2014 plan, this isn't mentioned, implying that zoning changes could be made anytime.

From the standpoint of neighborhood associations, and property owners, the possibility of continuous zoning change is nightmarish. It would require unending vigilance to watchdog zoning changes.

Please maintain zoning changes as a once per year Comp Plan amendment,

3. General Critique

Pictures

I've read the entire Comp Plan. Most people are visual, and a picture is worth 1000 words. Few citizens will ever read a 300 page document, and will be unaware of its contents.

In the future, changes in the Comp Plan should be accompanied by a digital representation of how it would look, and circulated in the paper. Most people can look at a picture and know immediately how they feel about it. My guess is that, a depiction of 70-foot buildings on State Avenue hill would bring feedback from the public early in the game.

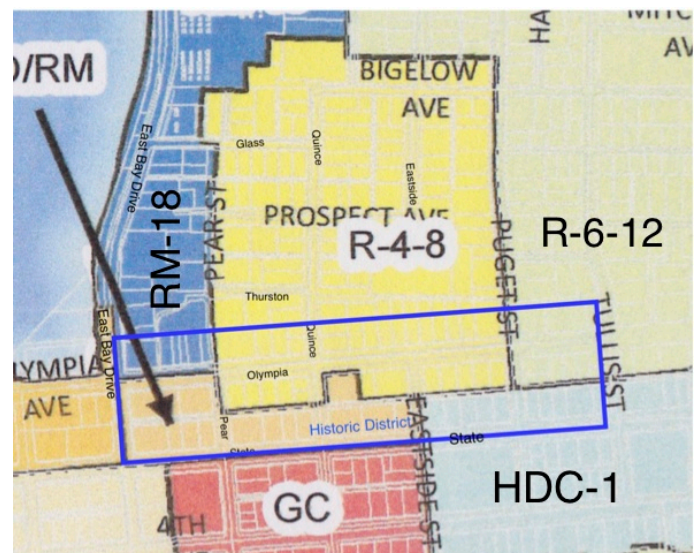
Squishiness

I've had recent experience with codes that can be interpreted broadly, defeating the spirit of the code. The code comes from the Comp Plan. I know the Plan has to be general in nature, but reading through the 2014 Comp Plan, I find it to have few measurable goals, and to be overly flexible. I know that this will make City Planners' lives easier, but it can lead to a code that doesn't protect the public from abuses.

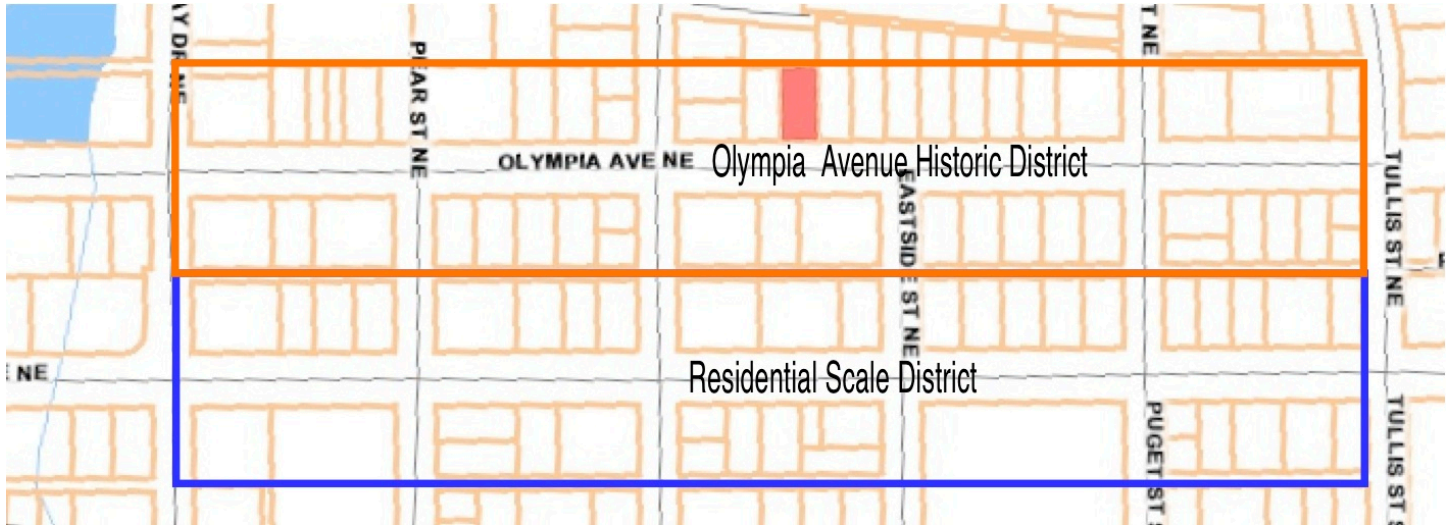
4. My Neighborhood

I live in the tiny Bigelow Neighborhood, which has 4 zones within its borders. The Olympia Avenue Historic District (blue rectangle at right) abuts a PO/RM and HDC-1 zone, both of which allow high-density buildings up to 6 stories.

Putting a high-rise commercial zone right next to an historic district makes the City's expressed commitment to preserving historic properties ring false, and will cause perpetual conflict.



I suggest that, on State Avenue, to its alleys, from Plum to Tullis, the zoning be changed to Residential Scale District. As outlined in Chapter 18.135 in the current code, this designation allows commercial development, which has design elements of a single-family neighborhood. This designation, with a 25-foot height limit, would certainly be a better “buffer against more-intensive commercial uses” than the PO/RM zone currently on this part of State.



The Capitol Neighborhood has this designation on Capitol Way instead of the Urban Corridor, due to their early, well-planned mail campaign to the Planning Commission.

I mention this now because, if put the Comprehensive Plan, it will head off continual resistance from my neighborhood to Tanasse-style construction on State, and will make real the City’s commitment to historic preservation.

Thank You,

Jay Elder

Nancy Lenzi

From: James T Elder Jr <jayelder@comcast.net>
Sent: Tuesday, July 22, 2014 7:56 AM
To: ImagineOlympia
Subject: Comp Plan Suggestions
Attachments: CP Letter to CC 72214.pdf

Cristina Charney
1012 Olympia Ave. NE
Olympia, WA 98506 ccharney1065@gmail.com

July 23, 2014

Dear Council Members,

I am writing as a member of the Bigelow Historical Neighborhood, in the Olympia Avenue Historic District. I have lived in walking distance to downtown for all of my 28 years of residency in Olympia; the last 15 years as a homeowner. As one of its committed residents, I have been a proponent for growth and efforts to revitalize the downtown area. I would classify my leanings as pro-growth. Nonetheless, I would like to add my dissent to the current plans shifting the boundaries of the Urban Corridor which borders our neighborhood.

Where growth is concerned on the border of our neighborhood, please show similar consideration to our Eastside neighborhoods as has been shown previously to the Capitol neighborhoods by limiting the height of buildings to 35 feet on 4th and State. Recent additions to the neighborhood have adhered to these codes (Veterinary Hospital and the 5th Avenue Sandwich Shop) and have been beautiful and lucrative additions to our neighborhood. We have shown commitment to downtown living and take pride in seeing our state Capitol from many vantage points in the Bigelow and upper Bigelow neighborhoods. The plan outlined by Jay Elder takes into consideration responsible growth while preserving the unique views that greet visitors and residents alike when driving west on State Street. These views are what make a beautiful state capital and which provide, perhaps, the only balance to the currently blighted downtown areas.

Subsequently, it seems that the change in code (height limits increased to encourage business and high-density residency) would be better served closer to the downtown core. Focusing growth on the outskirts of downtown is not going to improve downtown. By replacing or refurbishing the empty storefronts marring the downtown landscape, the foot traffic of paying patrons may begin to discourage the vagrancy which continues to overtake the sidewalks, keeping many away from the downtown area.

Finally, please consider keeping the provision of the 1994 Comprehensive Plan which allows zone changes only once a year. If the Council authentically requests to partner with its communities, it seems more reasonable that the public can get organized and able to provide the input that the City seeks on a routinely annual basis, vs. several times per year. Digitally-represented plans accompanying the proposals will guarantee an educated populace engaged in the conversation, as visuals increase the likelihood that all stake-holders are appropriately informed about the proposal.

The people in this neighborhood live here because we choose to and we support downtown. The City Council's revisiting of the Comprehensive Plan will be seen as gesture of respect for the commitment shown by all of us who already are living your vision of high-density community; who have not fled to the outer suburbs and remain committed to the downtown-living you encourage by the growth you propose.

I urge you to continue your efforts towards growth while maintaining and enforcing the codes Olympia has put into place to preserve history. Please acknowledge the desires of the people who have valued this history and who have lived in these neighborhoods for decades.

Thanks for your time.

Sincerely,

Cristina Charney

Nancy Lenzi

From: Cristina Charney <ccharney1065@gmail.com>
Sent: Thursday, July 24, 2014 10:26 AM
To: ImagineOlympia
Subject: Input about Urban Corridor Comp. Plan Revisions
Attachments: Cristina Charney Comp Plan Letter.pdf

Cristina Charney
1012 Olympia Ave. NE
Olympia, WA 98506

ccharney1065@gmail.com

July 23, 2014

Dear Council Members,

I am writing as a member of the Bigelow Historical Neighborhood, in the Olympia Avenue Historic District. I have lived in walking distance to downtown for all of my 28 years of residency in Olympia; the last 15 years as a homeowner. As one of its committed residents, I have been a proponent for growth and efforts to revitalize the downtown area. I would classify my leanings as pro-growth. Nonetheless, I would like to add my dissent to the current plans shifting the boundaries of the Urban Corridor which borders our neighborhood.

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Thanks for your time.

Sincerely,

Cristina Charney

Nancy Lenzi

From: Nibler-keoghs <nibler-keogh@comcast.net>
Sent: Thursday, July 31, 2014 11:01 PM
To: ImagineOlympia
Subject: City of Olympia Comprehensive Plan comments

As a long-term resident and homeowner in the city of Olympia (26 years) I read the newly proposed Comprehensive Plan with great interest. There are a number of good concepts in it—not the least of which is the concept of development nodes (and their proposed locations) and the effort to encourage most of the anticipated population growth over the next two decades to occur within the urban growth areas. I also continue to support the concept of a Design Review Board, especially in circumstances where new development abuts older developments, and the idea of making sure that community social services are spread across the community—rather than concentrated in one or two small areas.

A friend of mine used to regularly comment that “the devil is always in the details” and this is the basis for the concerns I will express:

A) Urban corridors, as a concept in this area’s planning efforts, have been around for over 20 years. By now we should have learned that designing them to impact an area 0.25 miles on either side of the corridor (roughly 4 blocks) only really works if the area in question has not already been built out. We also should have learned that a corridor with a couplet (like 4th and State) is different than one with a single arterial (like Harrison) and should be treated differently. For that matter, we should recognize by now that urban corridors on steep hillsides should develop differently than those on flatter terrains; they are not as conducive to either walking or neighborhood commercial enterprises. What I do not see in the proposed comprehensive plan is much recognition of these issues. Speaking specifically to the 4th and State corridor, which I live only 150 feet from, there is no significant opportunity or reason to redevelop the neighborhoods just off the frontage of State or 4th—until one gets closer to and beyond Ralph’s; these neighborhoods are already more densely residentially developed than any other neighborhoods in the city and will only be economically redeveloped if the city pushes their decline. The properties lying in the area from the north edge of State to the south edge of 4th are the only real option for notable redevelopment on this corridor (until one gets to about Ralph’s) and the steepness of the hillside from Eastside St. up to at least Central St. does not make these properties, with the possible exception of a few key corner lots, very acceptable for significant commercial redevelopment—unless that development is of the current car-dependent variety. Similarly, the road and alley infrastructure on the hillside, the terrain and lot sizes will not support buildings with significant “residential height bonuses” unless the city is prepared to induce the deterioration of the substantial number of existing residential homes abutting these properties. Finally, based on the water and sewer issues we have experienced, I’m pretty sure that this type of infrastructure on the Eastside hill is both very old and creaky and not prepared to handle the pressure issues of significantly large residential or commercial development on the major slopes.

B) In order to encourage acceptable in-filling in existing neighborhoods and along traffic corridors going through them I strongly support Design Review Boards. However, the record of successful impact on developments using this method has been spotty at best. My favorite example is the office on Henry between 4th and State—which was supposed to be subject to Design Review and which is a visual disaster in terms of either design or fitting in with the surrounding neighborhood. If the city does not have more teeth in its design review enforcement and neighborhoods do not have more influence on building designs being

considered for in-fill buildings, this will be a constant bone of contention—and cause neighbors to consistently oppose such developments.

C) Spreading community services around the city is a stated goal in the current comprehensive plan—and one that is not observed. The actual de facto effect is that most community services for the low income are concentrated in the Eastside neighborhood or downtown (typically the edge near the Eastside). Concentrating these services in a small area is a good recipe for creating a slum situation—and, in this case, could undermine the neighborhood that has the most residents walking to downtown for shopping and entertainment. That would not be a particularly good outcome for downtown merchants.

D) While I support the development of a residential/urban node in the area east of the intersection of 4th and Pacific I am concerned about recent city council and planning commission votes to consider annexing land just east of Boulevard without ensuring that the landowners invest in the appropriate traffic infrastructure to mitigate the very substantial and foreseeable impact on Boulevard and Pacific (and the neighborhood streets due west of the proposed development). This failure seems to be in direct contradiction of the proposed comprehensive plan provisions that annexation should not be used to “let the owners off the hook” on such necessary improvements—and it sets a poor (and costly for the city) precedent for the future higher density developments that comprehensive plan envisions in that area.

I acknowledge that the proposed comprehensive plan cannot specifically address some of the details mentioned above but I am concerned that most of the issues I am raising are carried over from the current plan and that the newly proposed comprehensive plan has not been refined enough to provide some new direction/basis for ultimately addressing these long-standing issues.

Sincerely,

Jim Keogh
419 Central SE
Olympia, WA 98501

Karen Kenneson

From: Paul Ingman <paulingman@ymail.com>
Sent: Sunday, August 03, 2014 12:42 PM
To: ImagineOlympia
Subject: CPU Comments

Protect: Single-family Neighborhoods

Thank you Mayor Buxbaum and members of the City Council:

Given the importance of single-family residential neighborhoods to the City of Olympia, it is a “**MISTAKE to put growth on the backs**” of working class family neighborhoods (WCFN) and their elementary school zones. It’s a mistake to deregulate single-family residential neighborhoods and elementary school zones to accommodate higher densities and congestions from multi-family housing: apartments, town houses, High Density Corridors, High Rises, and other intense commercial development, except when supported by WCFN in Neighborhood Centers.

Public Record: Two years ago the public record reveals overwhelming numbers of citizens who testified to the Olympia Planning Commission “**AGAINST**” High Density Corridors, multi-family housing, and commercial development in WCFN.

American Mayors: Cities have worked to protect WCFN from higher densities. In 1986, Mayor Charles Royer of Seattle said, “Most of my administration has been spent writing land use policy, writing a new comprehensive plan for the whole city that **protects our single-family neighborhoods**.” Others City Mayors throughout the east coast have given tax incentive to live in WCFN.

Empirical Research: Published in the Journal of the American Institute of Planners by Appleyard and Lintell, and such urban research is funded by the National Institute of Mental Health, U.S. Department of Transportation, U.S. Department of Housing and Urban Development, and City of San Francisco resulted in changing public policies for the City of San Francisco that “**...protected residential areas ...**” The research showed that “**...families with children moved away ...**” from High Density Corridors. A substantial body of empirical research has affirmed the importance of protecting WCFN’s privacy, home territory, and social interaction from environmental stressors.

“Burden of Proof” on City Council:

* How can the CPU’s proposed increase of multi-family housing densities in auto-dependent neighborhoods (more than a 1,000 ft from public transit) reduce green house gases?

* How can CPU’s proposed High-Density Corridors on the hillsides of 4th/State and Harrison be defined as “walkable”, when it’s not wheelchair accessible?

* How can CPU's proposed commercial development along High-Density Corridors on 4th/State and Harrison not compete with established downtown business enterprises?

* Where's the evidence of: urban analytic methods, computer graphic simulation and testing of urban systems, empirical research base, computations, comparative analysis of alternatives, process and methods of standard professional practice, and removal of "internal difficulties" from inconsistencies and jargon in text that identified in the public hearing record held by the Olympia Planning Commission between July from October 2012?

The Comp. Plan Update is an overreach by "putting growth on the backs" of WCFN, where 95% of our Olympia school children live. The promise is to protect to our children from harm in WCFN and elementary school zones. It is legitimate for our young children to have a sustainable, safe, and healthy family neighborhood.

"FOCUS DOWNTOWN"

Thank you.

Paul Christian Ingman

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:41 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 66, under the Introduction of the Land Use and Urban Design chapter, paragraph 3 starts "Our community seeks to".

The fourth bullet under this item is outdated. Instead of saying "along urban corridors" it should say "along some urban corridors" (add "some"). The approach to density was changed during the process, and this wording should reflect that.

Bob Jacobs

Karen Kenneson

From: Tim Walker <zephyrsedan@yahoo.com>
Sent: Tuesday, August 05, 2014 7:38 AM
To: ImagineOlympia
Subject: comp plan/the urban corridor idea

The city planners need to step back and look at this idea with some facts and a little history and maybe even a dose of reality in mind. If you look at this idea in a historical way you see what will happen to our boulevards in our beautiful city. This has been tried in other major cities and now they are moving away from it because of the out comes. I don't think we need nor want another South Tacoma Way or Sprague Avenue in Spokane in our town. Looking at it from a reality stand point it does nothing for our down town other then making it more of a slum by giving more concrete and shadow with alleys and trash so the bums have more places to hang out and trash. You say it will give more folks a reason to take mass transit. That's a bald face lie! When poled the first reason people don't and won't use mass transit in our city is the filth that use the transit system as a place to hang out ,stay warm ,hit people up for money with their(service animals) that smell so good while defecating or urinating on the floor. So until you correct this problem the transit service in our down town will suffer because of it. My Girlfriend and I love to walk around our city, but in the last few years we have watched our down town change to a slum with people passed out on the sidewalks, sleeping in doorways, urinating in the alleys and selling or doing drugs in broad day light without fear of reprisal. We and many others don't walk down town after dark if at all anymore. So why would anyone open a business there unless the street people are their target group? Case in point, how many tattoo and body piercing shops or smoke/pot shops and sleazy convenience stores do we need in a twelve block square? This urban corridor idea is not new and it looks good for a few years but as soon as the buildings start to show there age and the bums slink in behind the dumpsters and shrubs, the project becomes the very thing we're are being told it would correct. Why don't we focus on the real problem instead of a temporary fix that in the end makes the original one even bigger. Just imagine what our city would be if you could walk down our sidewalks with your five year old and not have to explain why the bum was puking in the doorway to a tattoo parlor or two bums were fighting over a corner to panhandle on using every four letter word in the book. While walking down to the waterfront on a summer night last year I was hit on by not one but two different hookers within three blocks. This is not what we want as a city but we keep moving toward it with the urban corridor project. If you look at State Avenue and Fourth Avenue on the hill right now they look warm and inviting . Now think what it would be with three plus story buildings walling off both sides. We are not Tacoma or Seattle and that's what makes us so much more desirable as a city. Let's capitalize on this and not make us just another city like all the rest. Yes we the citizens of Olympia are opposed to the plan and will fight it to the bitter end. Short-sightedness seems to be rampant and listening to the people you represent seems to be non-existent. Whats going on ? This a nothing more then big growth project for developers to make millions on the backs of the tax payers. On one line of the plan it says we need to do this because 20,000 new people are coming already and farther down the page it says we need to make our city more attractive so people will want to move here. It makes me wonder if either is true. The developers say they need more freedom with the building codes. This tells me they stand to make much more money if they can have free rain over the city to do as THEY see fit not the tax payers who have to live here. DONT give them OUR city! Thankyou . Tim Walker

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

August 5, 2014

Re: June 2014 Draft of the Olympia Comprehensive Plan

Dear Mayor Buxbaum and Members of the Olympia City Council:

I have reviewed the most current draft of the Olympia Comprehensive Plan and have the following comments:

Overall Direction: I support the overall direction in the draft Plan for Olympia to become a more, walkable, transit friendly, sustainable community. I like the way that the Plan recognizes the importance of higher densities and mixed uses along the urban corridors, the Downtown, the area around the Capital Mall, and the Lilly Road/Pacific Avenue vicinity. I also like the way you have increased the maximum density in low density single family neighborhoods to 12 dwelling units per acre, and the allowance of neighborhood centers and urban villages. Among the policies that support this direction is **Policy PT 4.21** that calls for pursuing all street connections with appropriate criteria for the City to analyze before making street connections to existing neighborhoods. I know that these connections especially are controversial, but I urge you to maintain this policy in the plan in the interest of a creating more walkable, bicycle friendly city and reducing overall traffic congestion and greenhouse gas emissions.

Pitfalls: However, I am concerned that there are several pitfalls in the Plan that will hinder achieving this vision and direction: These are the following:

- Densities and heights along the urban corridors: The trend is the development of the urban corridor policy is to reduce the amount of density along the urban corridors. The current draft language reduces the allowable uses in the corridor for three stories and mixed uses on lots along the corridor adjacent to residential uses and higher in other parts of the corridor. While current lot configurations probably do not allow for more intense uses, I urge you not to reduce it any further. Although Capitol Way runs through a historic district and probably should not be an urban corridor, I do think there are certain locations along Capitol Way that could be designated for higher density such as the medical arts building and the building that houses Spuds, et cetera. Also, consideration might be given houses that are not of historical value that are multi-family now.
- Scenic views: The Plan responsibly calls for implementing public processes, including the use of digital simulation software, to identify important landmark views and observation points. (**PT 8.1**) It then goes on to list over seven views and over 30 observation points and then list restrictions on heights for observation points of views. (**PT 8.5**) I recommend that specific names of places be eliminated and identification be part of the public process. The same goes for the restrictions (**PT 8.3, 8.4, 8.5**) In the process of determining the observation points, views to be

protected, and restrictions on heights, an analysis should also be done to determine how much these restrictions would inhibit the City's ability to achieve its obligation to accommodate growth, achieve its 25 per cent goal of concentrating new growth in the Downtown, and enabling the corridors to perform its function of enhancing transit and walkability.

- **Lack of Minimum Densities:** While I applaud the increase in maximum density in Olympia's low density neighborhoods to 12 units per acre, I am worried that these cannot be realized. While I support the limiting density in low density areas where there are environmental concerns, without a requirement that sets the minimum density in other low density areas, densities approaching this density won't be accomplished. Currently, the minimum density in this designation is 4 units per acre, which will not support expanded transit. I urge you to set a higher minimum density in these neighborhoods in your development regulations, and plan with neighborhoods to allow for duplexes, four lexes and small apartments with design standards, as well as townhouses and accessory dwelling units as it does now. I also recommend that the policies in the comprehensive plan direct the City to do this. **(PL 16.1)** This is important to Olympia's vision as these areas constitute a majority of the City.

Avoiding these pitfalls are important to making Olympia a more walkable, transit friendly, and sustainable community, avoiding them is also important to the sustainability of entire region. If Olympia achieves these goals and achieves higher densities, it will benefit the entire region but easing the pressure to convert rural lands to higher densities and help prevent the loss of agricultural land.

Other comments:

The policies in the utility section generally are good. However, I recommend that the plan state that sewer will not be extended outside the Urban Growth Area, and 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. Policies directing this have been eliminated from the current draft.

I realize the comprehensive plan is more general than the development regulations and notice that you have eliminated some of the more regulatory provisions of the current plan. However, I hope that they most are retained in the current regulations. One that appears to be deleted is the provision that downtown buildings and multi-family structures not contain blank walls. This is an important design consideration and should not be deleted. Another policy directing the City to cooperate where feasible with developers to assist in things like street improvement to encourage multi-family development in the Downtown has been eliminated. This is an important incentive that needs to be considered. An important example of the success of this policy is the City's participation in the development behind Olympia Federal Savings.

Process. The process toward the adoption of this draft has gone on much too long. It has been difficult for the public to follow. I was dismayed that the proper context for the plan was not explained: this is what was in the current plan and the requirements of the Growth Management. One remedy that is already in place in an appointment of members of the current Planning Commission who understand what it

takes to make a livable, transit friendly, sustainable community and are hard workers who do their homework . I urge you to not delay much longer in adopting the Plan and moving on to the development regulations which will really govern how this City develops.

Thank you for considering my comments.

Sincerely,
Holly Gadbow, AICP

Cc: Leonard Bauer
Keith Staley
Olympia Planning Commission



Commissioners
George Barner
Sue Gunn
Bill McGregor

August 5, 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
July 1, 2014 City Council 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 comment on behalf of the Port of Olympia (“Port”) on the City of Olympia’s (“City”) proposed Comprehensive Plan update. 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.

Overall, the Port of Olympia supports the proposed draft of the Comprehensive Plan, and, in our opinion, it presents a compelling statement of both Olympia’s values and vision of the future. The Port also concurs with the draft’s recognition that the continued vitality of the Port of Olympia’s marine terminal, and the use and future development of the Port’s remaining properties, is an integral part of the City’s future. To that end, the Port has identified some aspects of the current draft that we are concerned do not provide a clear and consistent set of policies to guide the City, and with it the Port of Olympia, in future growth. The Port’s concerns and suggested revisions are detailed below.

1. The City Should Consider Use of Less Prescriptive Language in Policy Statements

The Port’s first concern is the City’s use of prescriptive language in several critical policy statements in the draft. This language may leave the City and the Port little flexibility to adapt to changing market and environmental conditions over the document’s twenty-year planning horizon. Because of

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

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the long-range nature of the document, the Port believes it is essential for the policies in the Comprehensive Plan to be flexible enough to adapt to changing or unforeseen circumstances, yet specific enough to provide a solid framework for development of future City development regulations and sub-area plans.

The Port believes the majority of the proposed Comprehensive Plan achieves this critical balance. In a few areas, however, we are concerned with the prescriptive nature of the language used. Specifically, throughout the current proposal, but particularly in the Land Use/Urban Design and Transportation elements, the draft Comprehensive Plan makes frequent use of “require” and “prohibit” in policy statements.¹ In comparing the draft to the City’s existing Comprehensive Plan the draft uses this type of prescriptive language to a far greater extent than the City’s current Comprehensive Plan. Similarly, the draft uses prescriptive language more than current Comprehensive Plans from comparable jurisdictions, such as Bellingham (updated in 2006) and Vancouver (updated in 2011).

In the long-term, the Port is concerned that the City’s use of prescriptive language in Comprehensive Plan policy statements may prove to create unintended conflict with future project development, and, perhaps more importantly, will not provide the flexibility necessary in a planning document meant to guide two decades of economic development in the community. To provide this kind of flexibility, the City could use less limiting words, like “encourage” and “foster” in its policies, rather than “require” and “prohibit.” The Port encourages the City to review the draft and identify those policies best suited for softening of prescriptive phrases and terminology consistent with the Council’s previously expressed policy choices. Where policy language is not modified or softened in this manner, the Port urges the City to include additional language to the existing policy statements allowing consideration of suitable alternatives (i.e. those consistent with the City’s policy choices) in order to maintain flexibility for the future, and to allow consideration of site-specific constraints, practicality, and feasibility in their implementation. A non-exhaustive list of examples is included in the attached matrix of comments on specific revisions.

2. The Comprehensive Plan Should Recognize Port of Olympia Long-Range Planning Efforts and Documentation

As the City is aware, the Port engages in its own long-range planning efforts. The Port’s efforts in this regard are detailed in the Port’s Comprehensive Scheme of Harbor Improvements. The City’s prior Comprehensive Plan incorporated aspects of the Port’s long-range planning, including the Port’s vision for the various Port districts. In contrast, the draft Comprehensive Plan does not include any references to Port strategic and/or long-range planning documentation. Although the Port agrees that express incorporation or adoption of the Port’s planning documents may not be technically appropriate or feasible under the Growth Management Act, we ask that the Comprehensive Plan continue to recognize that the Port engages in its own planning process for its districts, including the adoption of design guidelines, as a means of fostering consistency between the two planning documents. The Port requests that the City add the following policy to the Land Use and Urban Design Element to achieve this objective:

¹ Specifically, use of the “find” tool in a word version of the draft identified 36 instances of the word “require” and 6 instances of the word “prohibit.”

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“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.”

3. The City Should Ensure that the Draft Comprehensive Plan is Consistent with the Draft Shoreline Master Program

The Port is concerned that certain aspects of the draft Comprehensive Plan set up the potential for conflicts with the City’s draft Shoreline Master Program, which is currently pending final review and approval from the Department of Ecology. Because revisions to the Comprehensive Plan are more easily achieved than revisions to the pending Shoreline Master Program, the Port requests that the City resolve potential inconsistencies between the draft Comprehensive Plan and the draft Shoreline Master Program prior to adoption of a final document. The Port identifies the following for the City’s consideration.

a. Land Use Designations

Much of the area designated within the “Urban Waterfront” portion of the Future Land Use map in the draft Comprehensive plan is within the jurisdiction of Olympia’s Shoreline Master Program. The Port notes that the description of the “Urban Waterfront” designation in Appendix A of the draft Comprehensive Plan does not include language recognizing that areas within the shoreline jurisdiction should be focused toward water-oriented uses, with a strong preference toward fostering and preserving water-dependent uses in these areas. Please see the attached matrix for specific suggested language.

b. Viewsheds

The draft Comprehensive Plan addresses views primarily in PL 8.1 – 8.5, although numerous other policies also touch upon views and view protections. *See, e.g.*, PL 3.3 (“Protect historic vistas ...”); PL 6.1 (“Establish a design review process ...”); PL 6.10 (“Preserve and enhance water vistas ...”). The draft Comprehensive Plan identifies a list of specific views and observation points that should be preserved and creates a public process to identify important landmark views and observation points. PL 8.1.

The City’s draft Shoreline Master Program also contains policies and regulatory mechanisms to address the protection of views within shoreline jurisdiction. However, it is unclear how the list of views and observation points contained in the draft Comprehensive Plan will mesh with the views already protected in the draft Shoreline Master Program. For example, PL 8.4 (directing the City to avoid height bonuses that interfere with landmark views) may directly conflict with provisions in the Shoreline Master Program that apply to some Urban Intensity shoreline areas. *See* Draft Shoreline Master Program Sec. 3.35-.37; Table 6.2.

To the extent the two view protection schemes conflict or are inconsistent, the Port believes they are better addressed as the City has done in the draft Shoreline Master Program: on a project-specific basis, as necessary, and providing that an individual project can be conditioned based upon the potential to adversely affect views. The Port is concerned that the list of views and observation points identified for preservation in the draft Comprehensive Plan could provide a basis for potential

August 5, 2014
Page | 4

conflict as individual properties are developed or re-developed. Indeed, without more definition, the view protections in the draft Comprehensive Plan could limit development opportunity and hamper continued economic growth.

In order to avoid this result, the Port requests that the City replace the references to absolute maximum building heights and the enumerated list of individual views and observation points contained in PL 8.5 with a broadly stated general policy and vision statement expressing the importance of maintaining and protecting the City's landmark views. This policy statement can then be implemented on a viewshed basis as development regulations and sub-area plans are developed.

4. Other Specific Areas of Port Concern

In addition to the general comments addressed above, the Port also has specific comments regarding individual policy provisions related to ongoing or future Port operations. The Port's specific comments, and, where appropriate, suggested text revisions, are set out in the attached matrix.

In closing, 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

Attachment: Matrix

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)

Matrix of Port Suggested Comprehensive Plan Revisions

Policy	Comp. Plan Element	Language/Issue	Comment
PL 6.1	Land Use and Urban Design	<p>“Establish a design review process for: ... Other highly-visible, non-residential development, such as the Port of Olympia, campus developments, and master planned developments”</p>	<p>“Highly-visible” is vague and not defined. Not all Port of Olympia development is necessarily “highly-visible.” The City’s current by-district design review process includes most Port projects and properties. In addition, if the Port of Olympia is to be specifically included, it seems appropriate to extend design review to all public-entity projects, i.e. LOTT, the City, etc.</p>
PL 10.5	Land Use and Urban Design	<p>“Focus major industries in locations with good freeway access, adequate utilities, minimal environmental constraints, sufficient space and minimal land-use conflicts. Specific areas identified for industrial use include the Port Peninsula, the Mottman Industrial Park, and the vicinity of Fones Road.”</p>	<p>The Port appreciates the City’s continued support for the long-standing industrial use of the Port Peninsula.</p>
PL 17.5	Land Use and Urban Design	<p>“Coordinate with the State of Washington and Port of Olympia to ensure that both the Capitol Campus plan and Port peninsula development are consistent with and support the community’s vision for downtown Olympia.”</p>	<p>The Port suggests the following revision to reflect unique state and Port uses and authorities: “Coordinate with the State of Washington and Port of Olympia to ensure that both the Capitol Campus plan and Port Peninsula development are consistent with and support the community’s vision for downtown Olympia in a</p>

			manner consistent with legal authority and roles of those entities.”
Appendix A	Land Use and Urban Design	“Urban Waterfront. Consistent with the State's Shoreline Management Act, this designation provides for a compatible mix of commercial, light industrial, limited heavy industrial, and multifamily residential uses along the waterfront.”	Consistent with the draft Shoreline Master Program and Shoreline Management Act, the Port suggests that the City expressly recognize the statutory preference for water-oriented and water-dependent uses within shoreline jurisdiction. Suggested revision: “Urban Waterfront. Consistent with the State’s Shoreline Management Act, this designation provides for a compatible mix of commercial, light industrial, limited heavy industrial, and multifamily residential uses along the waterfront and with a preference toward water-oriented uses within shoreline areas.”
PT 29.6	Transportation	“Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed on air and water transportation needs.”	The Port believes this policy should more directly state the need for this infrastructure to support future marine terminal operations. Suggested revision: “Consider the importance of providing adequate truck access routes, freight rail, and, as needed, air and water transportation needs necessary to Port of Olympia operations.”
Unnumbered,	Transportation	“The City works with the	The Port believes that this

<p>marked on flag as “A”</p>		<p>Port of Olympia to establish and maintain truck routes between [I-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, and the potential noise and air quality effects they could have on adjacent properties.”</p>	<p>section should be a specific enumerated policy. Additionally, the Port believes that any proposals to change the Port’s existing truck routes should also consider impacts to marine terminal operations. Suggested revision:</p> <p>“Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicycle safety, 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.”</p>
<p>PL 6.3 PL 12.5 PL 12.9 PL 18.2 (among others)</p>	<p>Various</p>	<p>N/A</p>	<p>Examples of overly prescriptive language.</p>

Nancy Lenzi

From: Sandler & Seppanen <Laurel.Lodge@Comcast.Net>
Sent: Monday, July 21, 2014 9:12 PM
To: ImagineOlympia
Subject: Comments on the Comprehensive Plan Update

Olympia City Council Members and Planning Staff,

I appreciate the addition of Goal Land Use & Urban Design Goal 25 and its 11 policies, the addition of fruit and nut trees in Goal 22, the addition, in the Natural Environment chapter of recognition of:

- Puget Sound as a food source under Goal 4, and
- The positive impact of local food production in Goal 8.

These are excellent additions to the Comprehensive plan brought forth by the Planning Commission this past spring. There are several other places in the plan where a focus on local food production should also be added to better reflect the strong local interest in food self-sufficiency, increased access to sustainably produced and delivered foods, and growth of the food producing sector of the economy. Specifically:

- In the Economy Chapter under Goal 11 related to the value to the community of small businesses, add a policy to support and measure the increased local food production by owners of income producing urban gardens, and small food producing and distribution businesses.
- In the Land Use & Urban design Chapter:
 - Goal 3, policy 7 about historic landscapes could be modified to speak of historic trees, farm fields, gardens and landscapes.
 - Goal 6, policy 11 about use of trees to give a sense of place could be modified to include planting of food producing gardens as well that can also contribute to our cities visual identify and sense of place.
 - Goal 7 about green space could be modified to include the significant positive value of food producing use of land in our neighborhoods.

Loretta Seppanen
2919 Orange Street SE
Olympia, WA
Laurel.lodge@comcast.net

Nancy Lenzi

From: Thad Curtz <curtzt@nuprometheus.com>
Sent: Tuesday, July 22, 2014 10:37 PM
To: ImagineOlympia
Subject: Additional Comment on the Council Draft of the Comp Plan Update

Dear Councilmembers:

At the hearing this evening, I ended up leaving my prepared comments behind and holding forth on "encourage versus require" for longer (and somewhat more stridently) than I had intended to. This seems to be an occupational hazard for me if I come down to testify, and I'm sorry if it wasn't pleasant to listen to...

I'd like to say a little more about this issue. For the first couple of years of this process, members of the UAC who made comments about adding particular policy commitments to the comp plan were regularly told those weren't really appropriate to the comp plan, and they should go in the action plan, which would be done next and would have the same legal authority that the comp plan did. Gradually, the "action plan" seems to have lost that status. It sounds more and more as if it is merely going to be a document that prioritizes projects that are in line with the policy goals established by the comp plan, and keeps track of progress implementing them. It no longer sounds as if it will be a place for adding more focused, detailed policy statements that put some actual teeth into the general policies of the comp plan. It no longer sounds as if any policy statements that may get made in it will have the same legal authority that statements in the comp plan will.

I hope that all of you will get really clear about this question before you vote on a final version of the comp plan. If it's right that policy statements in the Action Plan will not have the same legal authority that policy statements in the comp plan do, I hope you will make sure that any policy commitments that matter get into the comp plan and don't get left hanging in limbo, waiting to go into an imagined action plan of a kind that's never going to materialize now.

There's a legal side to my concern about "encourage" and "require". If you have both of these in a document, so you clearly could have said "require" and you said "encourage" instead, I would think that's a pretty clear statement that you are adopting a policy of **not** requiring something. And I would think that implies that you cannot go on to create regulations that require that without contradicting the policy expectations established by your comp plan. (This would certainly be my first argument if I were representing somebody who wanted to throw out some rule, or standard, or regulation that you had established later to implement some policy you had said you were going to "encourage" in the comp plan.) If your legal or planning staff think otherwise, I certainly hope that you will insist on some case law from them that supports that opinion, and that shows courts actually do interpret "encouraging" something as including requiring it when the context clearly shows it could have been "required" instead, because other things were.

I don't have any objection to the City having policies to "encourage" things. I just think that saying that says "This would be nice, but it's not important enough for the City to justify requiring it. We're going to applaud people who want to do it themselves, or go talk to them and tell them we think it would really be a good thing if they decide that they want to do it, but we aren't going to tell them they have to." Or maybe it says, "This would be nice, and we're going to encourage people to do it by incentivizing them - that is by having the public chip in and pay them to do it one way or another, financially or by letting them do other things they wouldn't ordinarily be allowed to do." I'm not opposed to incentives, incidentally; if there's something that's an important public good, and it would be a significant burden for some individual to do alone, I think having the public contribute appropriately to that is a very good thing.

One reason that I think the solar access requirements are important, though, and really should be preserved, is that they are one of a fairly small number of things where we can get a very significant long-term public sustainability benefit at little or no cost to the people doing the project. Half the houses in my South Capitol neighborhood without decent roofs for solar (including mine) could have been built with southern orientations for passive solar, and with south facing roofs with lots of space for panels, if anybody had cared about it at the time...

Lastly, I'd like to add some details about solar possibilities in Olympia that I didn't have time for. You've probably heard that Washington gets more sun than Germany, which leads the world in solar installations. For quite a while, when I heard that I thought it must only be because of the sun in Eastern Washington, but according to NASA, Olympia itself actually gets more solar energy than almost every German city. (There's a great website where you can check out the NASA data for cities around the world if you're interested, www.gaisma.com.) Even at current prices, we now have half a dozen houses with solar panels in our neighborhood; my neighbor down the street gets enough power from eight solar panels to drive his car, an all electric Nissan LEAF, 6,000 miles a year.

Solar electricity has gotten dramatically cheaper, and it's going to keep getting cheaper. In Germany today, solar installations cost about half what ours do, not because of cheaper panels, but because of things like more efficient installation and lower costs for permitting, inspection, finance, and acquiring customers. The Department of Energy's target for the cost of utility scale solar in 2020 is about 6 cents a kilowatt hour, two-thirds of what we pay Puget now. In three years, utility scale solar has gone from 21 cents a kilowatt-hour to 11 cents. Rooftop solar won't ever be as cheap here as it will be in Phoenix, but it will be cheap enough so many people will want solar.

We're planning for another 20,000 residents. They'll be living in houses and multi-family complexes that haven't been built yet. If those buildings could have been oriented facing the sun, but they weren't, or if they got shaded by some building next door, nobody will be able to move those buildings and fix that for a long, long time. Nobody thought about this when most of our buildings were planned; right now, only 22% of the houses in the United States have good solar access. As our current plan says, we could locate up to 80% of our new houses to maximize and retain solar access while we plan them, at little or no additional cost. Please change the draft to retain these policies as requirements, and to make sure they apply to multi-family residences with sloped roofs too.

Best wishes,
Thad Curtz

Nancy Lenzi

From: rich <richchristian1105@gmail.com>
Sent: Thursday, July 24, 2014 3:10 PM
To: ImagineOlympia
Subject: Comp Plan

Where is a sustainable future ensured by the comp plan? Overharvesting our natural resources is not sustainable, exporting logs from overharvested forests is not sustainable, fracking is not sustainable, building an ever larger sewage treatment plant is not sustainable, accommodating more and more cars is not sustainable. And most important maintaining the status quo is also not sustainable.

The comp plan maintains and reinforces the status quo. It is not sustainable.

A vision for a sustainable future is required and the city has the opportunity to decide what that future looks like. “Sticking our heads in the sand”, “kicking the can down the road”, etc. will only exacerbate the problems and solve nothing. Isn’t there someone on the board with the courage to assume a leadership role of developing a sustainable future for Olympia to ensure the success of Olympia and their own political success?

Seems like a no-brainer!

How about looking at tourism as a clean, sustainable industry for Olympia. We don’t have to be known as “the dumping ground of the south sound” with only log dumps and sewage treatment plants as the only two viable industries with-in the city.

From: [Nancy Lenzi](#)
To: [ImagineOlympia](#)
Subject: FW: [waterfrontcore] Olympia Comprehensive Plan Hearing Tonight (Tue, 7-22-14) at 7:00pm
Date: Friday, July 25, 2014 12:59:42 PM

From: CityCouncil
Sent: Friday, July 25, 2014 12:37 PM
To: Councilmembers; Steve Hall; Nancy Lenzi; Leonard Bauer
Subject: FW: [waterfrontcore] Olympia Comprehensive Plan Hearing Tonight (Tue, 7-22-14) at 7:00pm

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: Jeffrey Jaksich [<mailto:eastbay4@comcast.net>]
Sent: Thursday, July 24, 2014 7:21 PM
To: waltjorgensen@comcast.net
Subject: FW: [waterfrontcore] Olympia Comprehensive Plan Hearing Tonight (Tue, 7-22-14) at 7:00pm

Friends and neighbors,

Walt concerns are well founded with regard to Olympia's Comprehensive Plan Update being flawed.. Please comment less we lose much of Olympia's Quality of Life based on the current expanded Olympia Comprehensive Plan scope and content.

We need to be aware and act to protect and create a more sustainable future for our community. I wrote a Letter to the Editor for The Olympia newspaper. We all have a lot at stake, while on vacation in Europe for 30 days with daughter.

Jeffrey J. Jaksich
812 San Francisco Ave. N. E.
Olympia, Washington 98506

e-mail: eastbay4@comcast.com

From: waterfrontcore@yahoogroups.com [<mailto:waterfrontcore@yahoogroups.com>] **On Behalf Of**

'waltjorgensen@comcast.net' waltjorgensen@comcast.net [waterfrontcore]

Sent: Tuesday, July 22, 2014 5:45 PM

To: Walter Jorgensen

Subject: [waterfrontcore] Olympia Comprehensive Plan Hearing Tonight (Tue, 7-22-14) at 7:00pm

Friends,

glossary-

Comp Plan- Comprehensive Plan

CRA- Community Renewal Area

CERC- Community Economic & Revitalization Committee, new name for CRA

ECONorthwest- consultants for CERC project

CAC- Ciizens Advisory Committee

Well, now comes our last* chance to let the Olympia City Council know what we think of the Comprehensive Plan and their attempts to make us part of the process.

I'm less than satisfied on both counts. I think the plan is, in fact, not a plan but an eyewash document to provide cover for development. I've referred to this approach as DWIP or Development Without the Interference-Impediment-Inconvenience of Planning.

Someone else coined the Comp Plan as the Donut Incomprehensible Plan.

As for public participation, I've seen it frustrated at every turn. If your experience is otherwise, I would like to hear about it.

The "donut" element refers to the hole left by the exorcised Downtown Master Plan, cleverly removed from the Comp Plan and merged into the CRA (now CERC) fast action lane. Here it is safe from any real planning or public meddling. The City is currently lavishing money on their development advisers, EcoNorthwest (pronounced econ-northwest), finding an additional \$7500 for more consulting while at the same time not being able to afford but one CERC briefing for the public for lack of funds to pay staff to "manage" the meeting.

Elements outside the Comp Plan can be changed as frequently as desired and are typically initiated by staff - not the public or the Planning Commission. Controlled by State law, the Comp Plan can be changed only once a year during a formal Comp Plan Amendment process that gives the public a predictable window of opportunity to participate. But even that safeguard is undermined. So much specific content has been excluded from the Comp Plan and postponed until the Action (implementation) Plan, design of development regulations and other zoning details that the Comp Plan is little more than platitudes and title-only place-holders.

The incomprehensible element is all the rest of the Comp Plan that is left. What the plan will allow, yeah even cause to be built, is carefully hidden from sight. The Comp Plan is sprinkled with a plethora of feel-good photos. None of them depict anything of

substance or help clarify what lurks in the numbers and words.

Earlier this year, a Planning Commissioner shared a report that extols the incredible benefits that 3D visualization has afforded Boston, Baltimore, Vancouver, B.C., and soon Seattle. This in contrast to the Olympia Planning staff's dog-in-the-manager confinement of Olympia's Mithun software, i.e., they won't use it properly or to its full capacity and they won't let us, the public, near it either.

Here's an excerpt from the piece that was sent out-

Wouldn't it be nice to visualize in 3D what the code would allow as heights and densities over what is out there? In fact, shouldn't such a visualization precede the codification of heights and densities, especially with all the discussion about form-based code that supposedly improves over the traditional use-based code?

We need people to monitor the CERC and CAC meetings. They are not recorded** and are being used to supplant legitimate planning for Olympia, especially in the downtown, and with the Isthmus as an initial target. The mayor has announced that *we cannot expect growth to pay for growth*. The un-uttered part of his announcement is that growth must proceed anyway and guess who has to pay for it? I have previously characterized the mayor's new planning methodology as DWIP, Development Without the Impediment-Interference-Inconvenience of Planning. The mayor doesn't seem to care what gets built or who builds it, as long as it's bricks and mortar and ideally accommodates the private sector.

But enough of the rhetoric. If you'd like some more specific points to comment on, consider these:

SUGGESTED COMPREHENSIVE PLAN TOPICS FOR ORAL AND WRITTEN TESTIMONY

1) **Urban corridors**. We should accommodate population growth in the dense nodes, **not** in urban corridors. The urban corridors provide easy opportunities for developers to develop outside the dense nodes, undermining our interest in downtown development. The urban corridors compromise view protection and the neighborhood character of adjoining neighborhoods.

2.) **Put zoning back into the Comp Plan**, so that zoning changes are handled as Comp Plan amendments. The ability of developers and staff to initiate zoning changes anywhere, anytime will be hard for citizens to know about and keep up with.

3) **Comp Plan needs content related to retaining, acquiring, and enhancing open**

areas to provide/ ensure wildlife habitat and other natural features.

4) **Concern about the process of developing and reviewing the Comp Plan.** The following can be cited as a process failure: **No visual depictions** of what the land use policies would/ could actually produce. The community and the Planning Commission have asked for this repeatedly. For example, the community needs to see what the urban corridors would look like if built out to the fullest permitted by the Plan's policies. Also, something that allows them to communicate to each other the essence and nuance and what they literally "have in mind" but can't quite get out. Not everyone's an artist. An interactive, simple to use design tool that could be used from our own computers would be great.

Asking the public to comment, and then closing the comment period, before such visuals are available is another process failure.

5) **Plan lacks measurable goals.** Language is squishy and everything is "flexible".

6) **Subarea plans, when developed, should be constrained by the physical capabilities to support growth**—for example, topography, subsurface materials, sea level rise.

* You can still submit written testimony for several days longer.

** I recorded one just yesterday (7-21-14) in absentia, i.e., I set up the camera and then left to attend a different meeting down the street, then came back and retrieved the camera on my way to the Planning Commission meeting.

Walt

Walter R. Jorgensen
823 North St SE
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360-529-1581 (cell)

Posted by: "waltjorgensen@comcast.net" <waltjorgensen@comcast.net>

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..

Nancy Lenzi

From: hwbranch@aol.com
Sent: Sunday, July 27, 2014 10:09 AM
To: ImagineOlympia
Subject: Olympia Comp Plan

Dear City of Olympia,

Regarding environmental concerns... the City's Comprehensive Plan is a stack of meaningless platitudes. It's not just weak on specifics, they don't exist. We are locked into the shifting baseline. We have no history. We will restore nothing.

1. The plan begins with an emphasis on education. Provide it, focus it on hands on involvement, provide information on education opportunities and coordinate education programs. Where are the specifics? Are we talking about opportunities to pet a sea cucumber? What about teaching something about the diminution of this area's marine ecosystem? The loss of species over the past 20 years? Taboo subjects.
2. The plan wants to promote less use of single occupancy vehicles. How? The plan wants to control wood stove emissions. How?
3. The plan wants to protect groundwater from "activities". I assume this means spills and other things that are already controlled but one doesn't know again as there are no specifics.
4. The plan wants to regulate land uses. How? What does this mean?
5. The plan wants to designate drainages for low impact development. This means other drainages will not get low impact development? Any development in the Puget Sound Basin should be low impact. All drainages drain to Puget Sound. This just opens the door to full impact development.
6. Protect areas where shellfish are commercially grown. What about other areas? Why are commercial shellfish beds uniquely important? Because industry generated sham science says aquaculture improves water quality?
7. Carefully control shoreline development. More vague platitudes.
8. Protect artesian wells. The city bulldozes artesian wells as soon as they rear their ugly head.
9. Use public acquisition as our primary tool. In other words, we can't make and enforce any codes regulating private property.
10. Direct development to areas best suited for development. How?

In California, New York, New Jersey and other states, nearshore restorations occur at every opportunity. Too many to list. Not in Washington State. Let's just consider the example of stream estuaries. In forward looking states there is particular recognition of the importance of estuaries, all estuaries not just the big ones. In Olympia, we have one river and four major streams. All except one, Ellis Creek, are either dammed or run through long culverts. How is the Comp Plan addressing this problem? The solution in this case is to just pretend they don't exist. They do not appear on any maps. They're not wetlands. They're not anything. They DO NOT EXIST. This is because if they did exist, they would exist on land that's privately owned and/or slated for development, such as the estuary of Moxlie Creek where the Port wants to build a boutique hotel. State law says a stream that flows less than 20 gallons per second has no value. Maybe the City can't go against this but the Comp Plan could at least indicate that they exist and put them on one of the maps.

As always, we see references to the "best available science". This term, like "sustainability" has become a joke.

Sincerely,

Harry Branch
 239 Cushing Street NW
 Olympia WA 98502

Nancy Lenzi

From: Leonard Bauer
Sent: Tuesday, April 01, 2014 8:46 AM
To: Nancy Lenzi; ImagineOlympia
Subject: FW: BPAC's Comp Plan letter
Attachments: AFCG Council (OPC Draft Comp Plan).pdf

This should go into the public record for comp plan. Thanks

From: Michelle Swanson
Sent: Tuesday, April 01, 2014 8:05 AM
To: Cathie Butler
Cc: Mark Russell; Rich Hoey; Sophie Stimson; Leonard Bauer
Subject: BPAC's Comp Plan letter

Dear Cathie:

Attached is the BPAC's letter to Council on the OPC draft of the comp plan update. At the last BPAC meeting we advised the committee that there will be another opportunity to comment on the public hearing draft of the comp plan update later on this year.

Best wishes,

Michelle Swanson | Senior Program Specialist
City of Olympia Public Works | Transportation
360.753.8575

This message may be subject to public disclosure



March 31, 2014

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

Dear Council Members:

SUBJECT: BPAC Comments on the Comprehensive Plan Update

In support of healthy, affordable, accessible, and sustainable transportation, the Bicycle and Pedestrian Advisory Committee (BPAC) presents comments on the City of Olympia *Comprehensive Plan Update – Olympia Planning Commission Final Draft*. While our comments focus primarily on the Planning Commission’s most recent changes, we also researched some of our favorite policies in the *Plan* and commented on those as well.

ADOPT GREENHOUSE GAS EMISSION REDUCTION GOALS

Goal 9 of the Natural Environment Element is: *community sources of emissions of carbon dioxide and other climate-changing greenhouse gases are identified, monitored and reduced*. We agree that Policy PN9.2 - *to monitor the greenhouse gas emissions from city operations* - is a step the City could do. We especially like the idea behind PN 9.5, *reduce the pollution and energy consumption of transportation by providing accessible and inviting alternatives*.

BPAC Recommendations:

- We recommend the “inviting alternatives” be listed in PN 9.5 and include transit, walking, and cycling. Furthermore, it would help to state how the City could make these alternatives accessible and inviting by promoting bicycle corridors, installing more crosswalks, and adding bus routes, for example.
- Policy PN9.3 addresses *reducing the use of fossil fuels and creation of greenhouse gases through planning, education, conservation, and development and implementation of renewable sources of energy*. We believe this policy should include the phrase at the end *and alternative modes of transportation such as biking, walking, and public transit*.
- We strongly believe that the goal to reduce community-wide greenhouse gas emissions should be quantified. In PN9.3, it simply says to *reduce the use of fossil fuels and creation of greenhouse gases*. However, the City should make a specific reduction goal. We recommend the City look at similar goals in cities such as Arcata, California, to see how they have addressed emissions. We recommend Olympia adopt the same greenhouse gas reduction goals as the Washington State Climate Action Plan: by 2020 a reduction to 1990 levels, and by 2050 a reduction to 50% of 1990 levels.

PLAN BICYCLE ROUTES TO ENCOURAGE MORE PEOPLE TO BICYCLE MORE OFTEN

The *Plan’s* vision for transportation is *Olympians, young and old, walk and bike to work, school, shopping, and recreation*. The vision goes on to say that bike lanes are found on arterials and collectors throughout the city and may be separated by a buffer from motor vehicles.

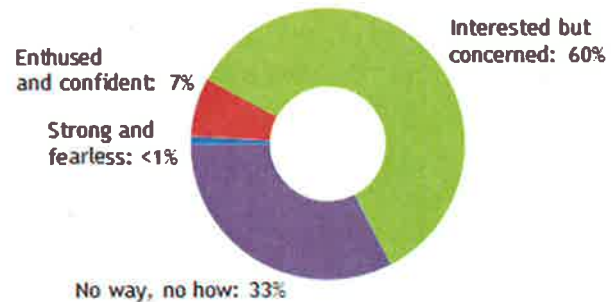
BPAC Concern: Placing bicycle lanes on heavily-used arterials will attract only a small number of the hardest of cyclists to these facilities. As our community continues to grow, vehicle traffic will also increase on these arterials. To encourage more people to ride more often, we believe we should find ways to support the “interested but concerned” to ride more.

A Portland study defines four types of cyclists:

1. Fit and fearless 1%
2. Enthused and confident 7%
3. Interested but concerned 60%
4. No way, no how 33%

This typology may ring true in Olympia. In the Imagine Olympia process, we heard that most people want to bicycle more frequently but are afraid of riding on arterials. Where possible, we should direct cyclists to bicycle boulevards, trails, and local streets. These routes are quieter, safer, have better air quality, and are more fun to ride on.

4 Types of Transportation Cyclists in Portland



Roger Geller, Portland Bureau of Transportation.

BPAC Recommendations:

We recommend policies that support a safe, connected network of low-traffic streets, trails, and connections as the principle bicycle network. Specifically:

- Strengthen policies related to bicycle boulevards. We appreciate that Policy PT 24.4 is solidly in the comprehensive plan. *Explore the use of bicycle boulevards to support novice and family bicycling - streets with low volumes and special accommodations for bicycling.* However, we wish it were stronger. We think most potential cyclists would appreciate this approach. We recommend the policy say: *plan cross-town bicycle corridors with low motor vehicle volumes and special accommodations for bicycles to support more bicycling.* Policy 24.2 restates the bicycle policy that we feel needs adjustment.
- We appreciate that Goal 2 and policies PT 2.2 – 2.4 are clear. However, the policies state that arterials are the principle place for bicycle lanes. Policy 2.4 states that *local access streets may include signs and markings to direct cyclists to the larger bicycle network.* We recommend you change Policy 2.4 to say *local access streets and other streets identified as bicycle corridors will include signs and markings to direct cyclists through the bicycle network.*
- We like Policies PT 4.3, 4.21, and 5.2: to build new street and pathway connections to allow more ways to avoid bicycling on arterial streets.

INTEGRATE WALKING AND BICYCLING FACILITIES INTO STREET AND SITE DESIGN

We like the changes that integrate walking and cycling amenities more fully in street and site design. For example, Policy PT 23.4 is to *require continuous awnings over the sidewalk along building frontages in densely developed areas to protect pedestrians from our rainy weather.* Thank you for including this policy.

We especially like Policy PT 8.2, which requires installing bicycle and pedestrian improvements as part of new development mitigation. This implements recommendations from the mobility strategy and our

citywide desire to support multiple transportation modes. We also like Policy PT 9.3 *to expand network connectivity for all modes to address capacity* instead of increasing the size of existing arterials. We agree with the City Manager recommendations for Policy 4.21.

BPAC Recommendations:

Healthy/Active Lifestyles: we have questions around the planning commission change about healthy and active lifestyles. PL 20.4 is to *encourage or require development and public improvements be consistent with healthy and active lifestyles*. We like the sentiment behind this policy, but what does it mean? Does it mean siting amenities close to transit, next to parks, accessible by foot or bicycle? Does it mean including workout rooms or walking trails at apartments? Does it mean requiring clearly visible stairs in office buildings? The words "encourage or require" are also vague. If we have clear regulations supporting these types of attributes, they are "required." If there are extra things development can include to "encourage" healthy lifestyles, more clarity on these should be provided. We recommend that this policy be clarified.

Street Design: Policy PT2.5 is to *provide transit stops and service accommodations based on Intercity Transit's criteria*. We think that is great, but it is unclear who would provide those things. If it is part of the development criteria, the policy might say "require".

Walking: Policy PT 22.6 is *consider the needs of the elderly and people with disabilities in all crosswalk design and signal timing*. We appreciate this and think it should also include children and families. This is reinforced by Policy PT 24.5, *to ensure that pedestrian crossing islands provide adequate refuge space for family cycling*. It seems that Policies PT 22.1 and PT 22.3 should be combined into one policy relating to mid-block crossings.

Fees in Lieu of Sidewalks: PT 20.4 is *allow payment of a fee-in-lieu for sidewalks in certain instances so that sidewalks and other pedestrian improvements can be constructed in locations where they are most needed*. We understand why this policy is included and think, in general, it is good. We think that "certain instances" in Policy PT 20.4 is a policy statement that should include more detail or examples to establish a clear expectation. This policy might include a list of possible criteria, such as: *fee-in-lieu options may exist if, for example, property boundaries include local access streets without an existing sidewalk*.

CORRIDORS

We like the vision for high density corridors and nodes, and neighborhood centers. These areas provide a vibrant mix of residences and services where walking and biking can easily be key modes of transportation. Adding designated neighborhood centers and infill development will enhance the vibrancy to our established neighborhoods. Several policies support this strategy:

Policy PT 12.4 *to promote infill in close-in neighborhoods and densification in activity centers and downtown in order to reduce sprawl, motor vehicle traps and make the best use of the existing transportation network*.

Policy PT 13.2 is to *encourage transit-supportive density and land-use patterns along priority bus corridors, through zoning, incentives and other regulatory tools*.

Policy PT 16.2 *achieve the greatest density and mix of land uses along bus corridors to support high frequency service*.

We strongly believe corridors between nodes must also be of high intensity and vitality. These are the great neighborhoods of our City, and infill development will add vitality and value to these areas and support the greater mix of commercial services we desire. Providing the opportunity for infill development will enable

Olympia City Council
 March 31, 2014
 Page 4

younger people and families to live closer to job opportunities in Olympia, to walk more, and to live a healthier lifestyle. We are concerned that concentrating more people only in the three designated nodes will not reduce greenhouse gas emissions and may be inconsistent with the policies listed above.

We especially like Policy PL 13.6: *focus public intervention and incentives on encouraging housing and walking, biking and transit improvements in the portion of the urban corridors nearest downtown and other areas with substantial potential for redevelopment consistent with this Plan.* As this will guide Capital Facilities Plan choices, perhaps it should say high-density areas to invest in accommodating growth in ways that meet our sustainability goals.

BPAC Recommendations

- Retain the regional strategy for high density nodes and corridors across our City.
- Urban Corridors: Policy PL13.1 and PL 13.3 appear to be similar, except that PL13.1 establishes new corridors as on the land use map and 13.3 is to transform them. We think the land use map should be clear where corridors have been established, and these policies should be clear about how we transform them. In fact, PL 13.7 seems the clearest policy in understanding what these two previous policies mean.
- We also like the new open space map with a view of possible open space corridors and possible future trails. This is a great step toward creating expectations about where trails might go in order to improve implementation.

Thank you for considering our recommendations. We look forward to participating in the development of an action plan.

Sincerely,



Anne Fritzel
 Co-chair
 Bicycle & Pedestrian Advisory Committee



Clark Gilman
 Co-chair
 Bicycle & Pedestrian Advisory Committee

CG:AF/lm

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cc: Michelle Swanson, BPAC Staff Liaison
 BPAC Members

Nancy Lenzi

From: Gormally, Kate <Kate.Gormally@providence.org>
Sent: Tuesday, June 24, 2014 12:17 PM
To: ImagineOlympia

Please be sure that additional dog parks are part of the plan. Dogs are plentiful in our communities. We need more legal areas for them to run free. One dog park out by the dump is not enough. Would really like one on the north east area. We want to be good community citizens and only let our dogs run free in acceptable areas.

This message is intended for the sole use of the addressee, and may contain information that is privileged, confidential and exempt from disclosure under applicable law. If you are not the addressee you are hereby notified that you may not use, copy, disclose, or distribute to anyone the message or any information contained in the message. If you have received this message in error, please immediately advise the sender by reply email and delete this message.

Nancy Lenzi

From: Robert Wubbena <rwubbena@gmail.com>
Sent: Wednesday, July 30, 2014 7:11 PM
To: ImagineOlympia
Cc: Steve Hall; Jay Burney; George LeMasurier; John DeMeyer; Chris.liu@des.wa.gov; Stephen Buxbaum; Nathaniel Jones
Subject: Fwd: Cover Letter for Community Discussion Questions/Response By CLIPA
Attachments: Questions regarding Capitol Lake 7-28--#9 (6).docx

TO IMAGINE OLYMPIA--COMMENT CARD.---The following and the attached are my written comments on the Draft Comprehensive Plan. Please include my comments and the attached in the formal file to be considered in this process.

I have been part of the Olympia Community since 1968. Our family has owned several businesses on the Olympia Waterfront since 1981 and live on East Bay Drive. We have participated in the ULID that funded the Percival Landing, we have been active in the community, and now we are active on the Capitol Lake Improvement and Protection Association (CLIPA) with the objective of improving our waterfront so that the 500,000 expected citizens in the not to distant future have a place they can call "home and a quality place to raise a family"..

We believe that the Olympia City Council, the Tumwater City Council, the Thurston County Commissioners and the State all have the opportunity to shape the Deschutes Urban Watershed from Pioneer Park to Priest Point Park in a positive way for the 500,000 people that will inhabit this urban area in the very near future. The City of Olympia's Comprehensive Plan Update needs to reflect the future related to a major part of the City.

We believe that some of our elected officials are confused.

The draft Plan for "Imagine Olympia" has left out a "huge part of our future" and has not addressed the Urban Waterfront even though there has been an active Community Discussion about one of the most significant elements of the Downtown Olympia. Capitol Lake has been in the paper, at public forums and CLIPA has met with each City Council person and with City Administration. Still your draft discussion documents are silent on this issue.

Please include this email, the attached Cover Letter, and the 45 Questions that the area citizens have asked about the future of Capitol Lake and the Downtown Olympia area during two recent Community Discussions, in the written questions to be consider by the City's Comprehensive Planning Process..

It is curious on how little is included in the draft plan, considering that the CLAMP proposal will cost \$258 million, the CLIPA proposal will cost about \$40 million over the next 20 years, and the Olympia Do Nothing option will essentially destroy or significantly alter the Olympia Boating waterfront and all of the projects now planned for the Isthmus and Percival Landing.Projects. How does your Draft Plan intend to deal with this issue. Being silent on it is not effective planning. This is why we have asked the State Capitol Committee to "convene a group of Executive Leaders" to provide direction.

Regardless of which option the City Council supports, it is a major "hit" on the City's future Plan and the current draft says little about it..

Please include the following in your submitted information on the draft plan and include your response. The State is the lead on the Lake, but the Lake is in the middle of the City's Plan for the Future. Ignoring it will not make the complex issues and the cost go away.

TO CITIZENS OF THE STATE OF WASHINGTON AND RESIDENTS OF THURSTON COUNTY --WHAT SHOULD THE FUTURE OF CAPITOL LAKE LOOK LIKE?

cc Forum Sponsors, Elected Officials and State Agency Directors

The Capitol Lake Improvement and Protection Association (CLIPA) initiated a Community Discussion on the future of Capitol Lake and proposed that the Community form an Urban Watershed Management District. The intent is to involve the Public and Private Leaders of our Community in a "convened discussion" that will lead to a shared plan for the area from Pioneer Park to Priest Point Park.

In the initial two discussions held on June 25 and July 9, over 300 members of the community and representatives of our state and local governments were given a chance to ask questions and to elevate the discussion from the "staff level to the Executive Level" of the responsible agencies and governments. Attached are the questions raised during these two public forums, with a response by CLIPA, based on the almost \$3.5 million in studies funded by the State and CLIPA. The science, the costs, and the alternative approaches are well documented. What is missing is the "community approved plan" for their Urban Watershed and Waterfront.

We encourage you to review the attached Question/Answers to the issues raised by the Community. Additional information is available on the CLIPA website, www.savecapitollake.com. CLIPA is asking the Thurston County Chamber to help keep this issue on the agenda of the entire community, and ask the question to every elected official or potential elected official in this falls election about their recommendations on the next step. This is a Community issue that could cost the taxpayers \$258 million that would only serve one agenda--remove the 5th Ave Dam, or it could be the start of a truly integrated plan by all of the local governments, private businesses, and the community that will become the show case known as "The Deschutes Urban Watershed District" from Pioneer Park to Priest Point Park.

Read the attached and send us your questions. Then call your elected officials and find out what their role will be in making this happen. It is time to develop and implement a plan based on the already completed studies.

The State Capitol Committee is the lead agency and are now being asked to Convene the Executive Level Public Private Committee this fall to guide the development of the plan.

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Questions regarding Capitol Lake

CAPITOL LAKE---A COMMUNITY DISCUSSION ON THE FUTURE OF THE LAKE

PUBLIC QUESTION/ANSWERS----JUNE 25 AND JULY 9 PUBLIC MEETINGS

The following questions were asked by the Public at the two Community Discussion Forums. Additional to this information, CLIPA has posted letters, reports, and analysis of most of the community issues related to the future of Capitol Lake.

www.savecapitollake.org

1) What is (will be) the difference in the health of the salmon runs between the estuary and managed lake options?

Answer: Regarding the local hatchery Chinook run, respected sources at WDFW suggest that an intertidal mudflat would create a more natural environment and therefore provide a higher likelihood of greater numbers of juvenile survival and adult escapement. It should be noted that others disagree, but CLIPA feels that it is pointless to argue with so many unknown variables at play. Other factors to consider are as follows:

1. First and foremost, the current system of a “shared strategy” is working quite well. This Lake/artificial fish run system balances the needs of a very healthy hatchery Chinook run with the other priorities of our community and still could enhance the water quality in Puget Sound.
2. Compatibility of the fish and lake is further verified with the proposal by the Squaxin Tribe and others to spend approximately \$20 million for a new Chinook hatchery on the Deschutes River with the Lake in place.
3. All parties acknowledge that dredging Capitol Lake (long neglected) will improve water quality in the Lake.
4. All parties recognize that restoration of the Deschutes River Watershed will also improve water quality in Capitol Lake.

Removing the 5th Avenue Dam will result in an expenditure of \$258 million. (This equates to over \$1 million per acre of lake converted to mudflat.) Additionally, economic damage to the downtown and local area will likely be tens of millions of dollars per year. Responsible leadership must recognize that this cost/benefit is unreasonable.

2) Capitol Lake does have an anaerobic area in its deep North Basin. There is a drain that flushes this area out beyond the 5th Ave Dam. Where is the County monitoring the lake bottom for dissolved oxygen?

Answer: There is a deep local pocket near the dam that sometimes runs out of oxygen. The reason is that salt water, having entered the Lake, settles in this pocket and the fresh-water flush from the Deschutes River is not dense enough to go underneath the salt water and lift it out. Wherever there are deep pockets on the Lake that end up with salt water in them, the bottom DO declines for the same reason. The source of the problem is the intrusion of salt water.

The County Health Department has been monitoring water quality in Capitol Lake for many years and at many locations. Go to the County website for specific locations and the history of the water quality monitoring results for dissolved oxygen, fecal coliform and other parameters.

3) The estuary feasibility study really does not favor the lake or estuary for flood control. Sea level rise from climate change will be a game changer for either option and will require extensive study that goes far beyond saving the Lake. What does CLIPA base their opinion on that the lake mitigates flooding?

Answer: When potential flooding conditions develop, due to the combination of high tides in Budd Inlet and high storm water levels in the Deschutes watershed, the Capitol Lake Dam can be operated to provide storage capacity for the storm water, which, in all but the most extreme cases, mitigates downtown flooding. The Washington State Department of Enterprise Services (DES) has recognized this feature of the dam, and has developed procedures to monitor storm and tide events so that the lake level can be lowered to provide this mitigation. (DES used this flood risk reduction operation in the spring of 2014). Alternatively, without the dam in place, there is no potential for storage capacity, and the North Capitol Campus Heritage Park and the downtown area would be immediately and completely at the mercy of the tide.

The author of this question is correct that future sea level rise may significantly impact flooding regardless of the Capitol Lake/tidal mudflat outcome, and future study will be required. However, the differential advantage of the Lake versus the mudflat will continue into the future, and we should continue to take advantage of this while we begin the process of dealing with the longer term sea level rise issue along with all other low-lying communities.

4) Should we remove the dam to help our hatchery salmon run?

Answer: See response to Question #1

5) What did CLAMP's report say about this so-called Bellingham Port Economic Analysis?

Answer: CLAMP did not consider the economic impact on the marine waterfront in its report so did not comment on the report done by BST Associates in 2006.

6) Why would State agencies on CLAMP pay consultants for information/studies available

for free from an environmentally aware State College (Evergreen)? Did the State agency seek input from the Evergreen Professors during the CLAMP study process?

Answer: CLIPA is not aware of the State or CLAMP requesting independent assistance from any of the State's Universities or Research groups, or from Evergreen's Environmental programs.

7) Please explain the poster titled "Important Facts Regarding Our Healthy Hatchery etc-- Almost none of the returning Chinook spawn naturally. The run is not sustainable without human assistance".

Answer: The return of adult Chinook in this run is possible only due to man-made fish ladders and collecting pens. These adult fish are sacrificed and have their eggs harvested by humans. The eggs are transported off-site, incubated, and hatched under the control of humans. The juveniles are transported back to the Deschutes by humans.

Only a very tiny fraction of adults are "passed upstream" to spawn as the system is basically incapable of significant spawning support.

8) Why do you suggest that dredging is so much less expensive with the Lake Option?

Answer: CLIPA has seen a wide range of cost estimates for dredging, both in Capitol Lake and Lower Budd Inlet. A "white paper" was prepared on the CLAMP Study on this subject and can be found on the CLIPA web site (www.savecapitollake.org). This paper highlights the confusing, contradictory and in some cases, erroneous, estimates of dredging costs. Rather than rehashing the details of the various scenarios, most of which are by now out of date, we have used some basic facts and common sense to guide us to reasonable conclusions on the relative cost of dredging. CLIPA used CLAMP Reports and cost estimates to update the estimates to current day and then estimate the costs for the next 20 years. To complete CLAMP recommended plan will cost \$258 million over the next 20 years. To complete the plan recommended by CLIPA and to manage and maintain the Lake over the next 20 years will cost about \$40 million. Following is a summary of why the management of the sediment costs plus the new infrastructure costs associated with the removal of the dam is so different.

First, the North Basin of Capitol Lake provides an ideal sediment trap, which is easily accessed for hydraulic dredging equipment. The open area of the North basin allows free movement to the areas needing sediment removal. Without the dam, sediment removal would be required throughout the area of Percival Landing, the Yacht basins and Port areas. Accessibility would be much more limited, smaller and less efficient equipment would be required, and dredging time would be extended. These issues all point to lower costs with the Lake option.

Second, Lower Budd Inlet has a legacy of contaminated sediments, which are more restricted in how they can be disposed, leading to higher costs. By removing the dam and allowing the current and future sediment load to come in with the existing sediments in Lower Budd Inlet, more of the dredged sediments are likely to incur higher disposal costs. By comparison, with the dam, the sediments deposited in the North Basin are relatively clean, and have more disposal options, both on site and off; and may have characteristics that allow beneficial reuse with minimal cost.

The least cost benefit with the lake option concerns the timing of dredging. With the lake option, the sediments can be allowed to accumulate until the economics are most favorable for dredging operations, such as the time of year, the amount of sediment, availability of equipment, and preparation of permits. Without the dam in place, the pulse of sediment during storm events will dictate when the material must be removed to avoid loss of use of boating and

Port facilities, and fouling of the park areas. Loss of control of the timing of sediment removal most certainly will result in higher overall costs.

To remove the dam as recommended by CLAMP, there will be an upfront cost of new infrastructure of about \$180 million to which the cost of dredging must be added. The total cost for the CLAMP dam removal project is \$258 million if they start in 2015.

9) How much of the Nutrient Nitrogen in Budd Inlet come from the North part of Puget Sound i.e. Tacoma area and North vs. from the Deschutes River?

Answer: WDOE has provided an answer to this question in their TMDL Technical Report, from June 2012 (Publication No. 12-03-008). In Table 35, on Page 202, for Scenario 3 (which is based on current point and nonpoint sources set to existing conditions) the nitrogen from the open Northern boundary is 8348 KgN/day compared to the total nitrogen from all sources of 8985 KgN/day. Therefore, about 93% of the nitrogen loading in Budd Inlet is from the North part of Puget Sound.

10) What problems exist with removing sediment that contains invasive species e.g. New Zealand Mud Snails?

Answer: The New Zealand Mud Snail is ubiquitous and is found in over 25 locations in Western Washington, including several tributaries to Lake Washington in the University of Washington and City of Bellevue areas. They are found throughout the Western USA and are treated as a nuisance and normally not controlled in a natural setting such as Capitol Lake. They are treated for control in hatcheries. They must be managed under any lake option, but in no other location are they used to prohibit public access. They should not be a reason to restrict the dredging of the Lake.

11) How will keeping pollutants in Capitol Lake help open the area to public access?

Answer: Preventing pollutants from being discharged into the waterways of the Deschutes Watershed and Capitol Lake is the goal of most people. Until such discharges are eliminated, capturing the contaminated sediments in the Lake and then properly disposing of them is the last opportunity the State has to prevent further pollutant discharges from the Deschutes Watershed into Puget Sound. CLIPA believes the capturing of the remaining pollutants in Capitol Lake will have no effect on public access.

12) If Capitol Lake is "basically healthy" why have people become ill when they swam in it (reportedly giardia caused illness)?

Answer: CLIPA understands that prior to the "elimination of many failing septic tanks and direct stormwater discharges into the Deschutes River tributaries, numerous species of infectious organisms flowed into the lake during and after rainstorms. Reportedly these problems have been corrected.

It should be remembered that mammals (including humans) swimming in and ingesting water from pristine lakes and streams of the Cascade Mountains and Olympic Mountains may cause illness from organisms in the remote streams, such as giardiasis or "beaver fever". Those waters are "basically healthy" in an ecologic sense yet their surroundings may be inhabited by vector animals (such as beaver) that spread the infectious organisms harmful to humans and other mammals. We don't believe that "basically healthy" means the same thing as "pathogen free".

13) What happened to the carbon released when all of these lake plants and algae die? Wouldn't the carbon reduce dissolved oxygen?

Answer. Carbon released when the lake plants and algae die and decay would use up oxygen. (In fact, the carbon would use up exactly as much oxygen as the plants added to the water when they photosynthesized the carbon into organic form earlier in the season.) Since the plants would likely die after the growing season, the oxygen that their carbon would consume would come from cold winter salt-or fresh-water. During the winter season, the cold water contains more oxygen than during the summer and the organisms need less. The impact on the Inlet or Lake at that time would therefore be much less than during the summer, and would almost certainly not cause critical oxygen shortages in the water. The plants give us the option of removal by harvesting; in which case the oxygen that their decaying stems uses up would come from the air, not the waters.

14) Is carbon loading not the true cause of depressed dissolved oxygen in Budd Inlet (NO3 being the first in line of causal effects)?

Answer: Yes. The decay by bacteria of organic (carbon-bearing) molecules and their metabolic consumption by oxygen-breathing animals (fish, crustaceans etc) are the causes of almost all (natural) oxygen depletion in natural waters. But ultimately the volumes of organic carbon available to consume oxygen traces back to the volume of nutrients taken up by plants. Whether that uptake is by large plants in fresh water or microscopic ones in salt water, the volume of organic carbon produced is the same. Put the same daily load of nutrients into a lake or into an estuary and, sooner or later the total uptake of oxygen by organic carbon will be the same.

15) Isn't the "natural capitol" of downtown an estuary" The Lake is not natural.

Answer: Yes, the Lake is not truly natural capital in the purist sense. It's more semi-natural capital. The fish ladders, holding pens, proposed fish hatchery, Deschutes Parkway, and massive water run-off from west Olympia are certainly not natural and seem counter to the idea of a "natural estuary". The natural estuary of the 1900's would remove most of the Isthmus and the Downtown North of State Street as well as any salmon fishery above the Deschutes Falls.

The fascinating characteristics of the semi-natural Lake are its **enormous** contributions to better water quality in Puget Sound, reduction of sprawl, reduction of commuter's fossil fuel use, a more thriving downtown economy, reduction in blight, stronger social cohesion, esthetic sensation of beauty, diversity of wildlife, and a savings of about a quarter billion dollars for infrastructure.

Our question has been, is it prudent to void all these benefits on the notion that the lake is semi-natural and not natural?

One could ask the same thing of all of the buildings and infrastructure in the City of Olympia. Capitol Lake is a critical part of the 1911 City Beautiful Movement design of the State Capitol Campus by architects Wilder and White who won a nationwide competition for the honor. The design was revolutionary and Capitol Lake serves as the reflecting pool for the grand Capitol Group of buildings on the bluff. Another City Beautiful Movement design is our National Mall in Washington, DC. Capitol Lake serves the same City Beautiful Movement purpose as the Tidal Basin and various reflecting pools on the National Mall. The State Capitol Campus is a National Historic Landmark and the tide gate, fish ladders, holding pens, hatchery salmon run, Deschutes Parkway, and the North Campus parks are all human enhancements of the lower Deschutes River.

16) "Appreciation of Beauty" is in the eye of the beholder--No?

Answer: The City Beautiful Movement was a reform philosophy of North American architecture and urban planning that flourished during the Progressive Era of the 1890s and early 1900s with the intent of introducing beautification and monumental grandeur in cities. The movement promoted beauty not only for its own sake, but also to create moral and civic virtue among urban populations. Advocates of the philosophy believed that such beautification could thus promote a harmonious social order that would increase the quality of life. As a National Historic Landmark our State Capitol Campus is recognized as the most beautiful in the nation.

17) What circumstances led to the diminution of fecal coliform counts in Capitol Lake?

Answer: The County Health Department has a long term program to either eliminate or improve on site waste disposal/septic tank systems that were discharging effluents with high fecal coliform levels into ground waters, or failed drain fields that traveled to tributaries of the Deschutes River and into Capitol Lake. The problem is still occurring in the Moxley Creek basin.

18) Where is the Milne Report? Promised for many months without action/it would be nice to see the science not just summaries!

Answer: We agree. We assumed Dr. Milne's Report had been circulated to all who were interested. It is now on our website and we apologize for this oversight.

19) What does your (CLIPA) plan do to address toxic run-off the #1 problem in Puget Sound?

Answer: In addition to the answer given for Question #11, CLIPA believes that the implemented community plan should address the water quality issues in the entire Deschutes Watershed, with a priority focus on the Urban Watershed from Pioneer Park to Priest Point Park. All sources of toxic discharges should be systematically addressed and eliminated where possible. Most toxics end up in the River and Inlet sediments, which makes the use of Capitol Lake as a "Managed Sediment Trap" one of the best approaches to reducing the amount of toxic run-off from the Deschutes watershed that reach Budd Inlet—short of actually eliminating the discharges to a water way.

20) Deschutes was an estuary before white folks damned it. What will you do with silt in the Lake? Lake will fill in otherwise?

Answer: The reality the community is faced with is that the Deschutes River carries significant amounts of sediment into the Capitol Lake/Budd Inlet Basin with each storm event. The annual amount is estimated at 35,000 cubic yards. This sediment must be dealt with whether Capitol Lake exists, or is replaced with tidal mudflats. We can remove the sediment by dredging, either in Capitol Lake or in Lower Budd Inlet, or we can let it accumulate, in Capitol Lake and in Lower Budd Inlet. State engineering studies estimate that allowing the sediment to accumulate in Lower Budd Inlet will result in a rise in sediment level of six and one-half feet every ten years.

CLIPA has concluded that the only viable alternative is to periodically dredge these sediments so that they don't overwhelm the City and State infrastructure, the Port, the yacht basins and the many parks that surround the lake and inlet. Dredging has been periodically done in Olympia since the late 1800's, and is a standard practice in similar cities and port areas around the world. Dredging, sediment dewatering and disposal are well established operations, and can be completed with little disruption. Both the Port of Olympia and the Olympia Yacht Club completed

dredging operations this year. CLIPA has also concluded that sediment disposal will be most easily and economically completed by dredging in the North basin of Capitol Lake where the sediments are relatively clean compared to those in Lower Budd Inlet (see answer to question 8).

21) Olympia Yacht Club/Port of Olympia are against dam removal. They are extravagant resource users and do not pay their fair share?

Answer: CLIPA has surveyed the owners and agencies using lower Budd Inlet for boating and commercial trade, including the Port of Olympia. The Port Commissioners and the major marinas and Yacht Club have provided written confirmation that they will support an equitable Public- Private Cost sharing plan. CLIPA believes it is in the entire Community interest to maintain Capitol Lake as a sediment trap and to support a long term program to maintain the Urban Water front for all beneficiaries, including the projected 500,000 residents of urban Thurston County.

22) Are all the plants growing in the Lake good--or are some a sign of poor conditions related to lack of maintenance and dredging?

Answer: All of the plants growing in the Lake are “good” in the sense that all of them participate in removing nutrient nitrogen from the water (or lake sediments) and in the sense that that is something that we human beings value. Some of them--a Myriophyllum species comes to mind--can also be “bad” in the sense that they can sometimes take over the lake ecosystem and convert it to a plant monoculture. (In our human view, that is not as “good” as having a diverse plant community; nature doesn’t care.) The large plants can be “good” from our point of view in that they oxygenate the water, provide cover for fish and zooplankton, produce attractive flowers, provide food for herbivores, and perform other ecosystem roles that sustain ducks, bats, and other creatures. Many of them can also be “bad” features—unsightly rafts, monoculture takeovers, for example ---and dredging might help encourage some species and inhibit others (on top of its value for improving lake flushing and other non-biological aims)

23) Wouldn't freshwater/estuarine habitats continue to exist w/out the dam?

Answer: Certainly. Only the fresh water area with the dam removed would be a small fraction of its current area. This would likely significantly reduce our renowned waterfowl, aquatic insect, river otter, and bat populations found in the Lake and therefore the impact on their future needs to be a consideration of the cost of the selected future management program.

24) Would CLIPA advocate damming other estuaries in order to improve water quality in Puget Sound?

Answer: CLIPA’s position is limited to Capitol Lake; however, there are some tributaries with high current contaminant and nutrient loads that discharge into Puget Sound, such as Moxley Creek. An expanded weir system in Watershed Park (damming with a series of small weirs) similar to how many storm water swale systems and polishing ponds are now designed, could improve water quality in East Bay. The fresh water marsh would serve the same function as the South Basin of Capitol Lake. Each ecosystem is unique and each must be designed or modified and evaluated as such in a manner that we are evaluating the best design for Capitol Lake and West Bay.

25) When can we swim in Capitol Lake again?

Answer: When Black Lake (a swimming lake) is compared to the Capitol Lake water quality over the last five years, the two lakes have similar water quality for the parameters that the County Health Department monitors for. With a Lake Management Program and routine dredging of Capitol Lake, reconstruction of the swimming beach in Capitol Lake is a reasonable expectation for the community, along with reintroduction of other water sports in the Lake.

26) What can my wife and I do to encourage the Lake option?

Answer: Write emails to the Governor, Lieutenant Governor, Secretary of State, Public Lands Commissioner, your legislators, the Olympia and Tumwater Mayors and City Councils to indicate your support for dredging the Lake. You can also let the Ruckelshaus Center know that you would like to be a part of the public input on the issue.

27) What are the initial dredging costs vs. ongoing maintenance costs?

Answer: Assuming the question refers to the Managed Lake Alternative that CLIPA recommends, the initial cost to dredge 170,000 cubic yards in Capitol Lake plus permitting, staging and reserves and contingencies totals \$6,020,000. Subsequent phased maintenance dredging over the next 18 years would total about \$33,700,000. This contrasts to the Dam Removal Alternative where the 20 year cost of infrastructure required along with the required dredging will cost \$258 million over the same 20 years. Both alternatives will require periodic dredging to retain a boating waterfront and viable Downtown.

28) Why should the public pay for dredging around marine businesses?

Answer: The four private marina's in Budd Inlet all paid for their own dredging in the mid 1980's when the State last dredged Capitol Lake. They each pay DNR annually significant tideland lease fees based on a continuation of their marina operations. The Yacht Club and the Port completed another dredge project this year. It is the failure by the State and the City to control the movement of the sediments through Capitol Lake and into Budd Inlet, and their failure to complete the planned dredging in 1996 and routinely thereafter, that is threatening to close Budd Inlet to future boating and a loss of a vibrant waterfront with Public use of the area. The marinas only have the authority to dredge their own lease holdings. A Public-Private sediment management program is recommended.

29) Why have we not dredged Capitol Lake (since 1986)?

Answer: The Legislature and Department of Enterprise Services (formerly General Administration) for over two decades have failed to make maintenance dredging a priority. Influential interests that were represented on CLAMP and AAHS have shown strong opposition to maintenance dredging with their narrow agenda limited to the near shore rehabilitation. No community decision process that factors in a more comprehensive environmental management of the Lake, social, recreation and the downtown economy has been factored into the State agency staff and AAHS cost benefit analysis. The City, DES and the State Capitol Committee have not yet provide the leadership necessary to broaden the AAHS agenda or to provide an alternative Community Discussion until the now scheduled Ruckelshaus Center Program on Capitol Lake.

It is important to understand that all studies indicate that dredging Capitol Lake would improve water quality, benefit fish and other wildlife, reduce sediment spillage into Budd Inlet, improve flood control, improve aesthetics, and reduce the **ever increasing costs** to the public. AAHS and the Puget Sound Partnership have failed to reveal reasons for their opposition to maintenance dredging and including other community priorities in their public presentations.

30) Why doesn't GA/DES maintain the Lake? Isn't it a State Park?

Answer: GA/DES has not received a Capital Budget appropriation to include maintenance dredging in the Lake since 1986. The State Capitol Committee which is made up of the Governor, Lieutenant Governor, Secretary of State, and Public Lands Commissioner is authorized to make policy decisions over the State Capitol Campus which includes Capitol Lake. The State Capitol Committee needs to direct DES to include a sediment management plan for the Lake and the Legislature would need to appropriate funds in the Capital Budget to pay for such maintenance.

Capitol Lake is not a State Park under the direction of the State Parks Commission. Capitol Lake and the State Capitol Campus are state-owned property that is managed by DES under the leadership of the State Capitol Committee.

31) Why do you say that the public overwhelming favors the Lake?

Answer: During the 2010 local legislative elections, CLIPA had initiated a community debate about the flaws in the CLAMP findings and recommendations. Most of the candidates for elective State and Local offices asked during their "door belling" an estimated 10,000 contacts, of which they reported that over 80% of those asked favored retaining Capitol Lake. In another semi formal poll the County, Capitol Lake was voted the "#1 Jewel of Thurston County" as a part of our historic State Capitol Campus.

32) Why was the so called "Community Discussion on the Urban Watershed/Capitol Lake" not a true "pro/con debate by proponents of both sides"?

Answer: CLIPA designed the June 25 Community Discussion as a presentation of all of the documented study findings with both the pro and con results presented. It was not a "debate, but rather a comparison of study results" presentation. The Study Findings from CLAMP and many from Ecology are all presented on the CLIPA website. The public presentations by Ecology, CLAMP, and DERT" have been presented by Ecology in their staff led agenda on TMDL and AAHS presentations while ignoring explicit discussions about cost/timing, total sediment management, the community's interest as a whole community, and the prior limited community involvement in their decision processes. CLIPA has been presenting their public statements and a counter point referencing both CLIPA's and Ecology's science and study findings. The Community needs to be given the whole story to start the discussion. With all of this information from both sides now available, the community will now be able to focus their pro-con discussion on all of the key factors that they will use to guide the plan and the decision process. This is not just an argument about the science of the lake and water quality---it is also about the people and what they want and who will decide and pay the bills.

The June 25 CLIPA led discussion and the July 9 Thurston County Chamber Forum was the first time in over five years that the whole picture was presented and the first time that it was presented by members of the non agency community. The challenge is to keep the community informed and engaged until they help lead the discussion to a

"plan for the future" that is then followed by everyone---or changed by an open public process.

33) What role does the Squaxin Tribe have in the study and decision process on the future of Capitol Lake?

Answer: The Squaxin Tribe has been an active participant in most of the watershed studies, including the development of the Proposed WRIA 13 (Deschutes) Watershed Plan (October 29, 2004) of which the final plan was not approved by the Tribe; the drafting of the Federal/Ecology Total Maximum Daily Load (TMDL) Study for the Deschutes River; the CLAMP studies and agency recommendations; and the Tribe serve in a leadership role on the AAHS and Puget Sound Partnership. Since 1996, when DES/GA had a plan to continue with the routine dredging of Capitol Lake, little maintenance work on the lake has been done due in major part to the lack of consensus on what the future of Capitol Lake should be. Beginning in 1996 and under the guidance of the CLAMP Committee with active participation by the Squaxin Tribe, the State funded about \$2 million in consultant water quality and lake management studies that the CLIPA studies discuss in detail. The three cities, the Tribe, and Ecology negotiated a sale of the brewery water rights to the cities for their future drinking water needs and to address many of the Tribes objections to the 2004 WRIA 13 Watershed Plan recommendations. Ecology has spent in excess of \$1million on additional water quality studies related to the TMDL. CLIPA has donated in excess of \$300,000 in additional professionally prepared analysis and studies. The Squaxin Tribe has been directly involved in most of these studies. It is now time for all of the State, Tribal, and local governments along with other responsible parties to use the results of these studies to guide the community to a balanced and responsive plan for the Deschutes Urban Watershed.

The State Capitol Committee is the responsible entity to make the decision on how to proceed and to assist the Legislature and others to complete the plan and implement the associated long term management program for the Urban Watershed from Pioneer Park to Priest Point Park.

34) Who were the sponsors of the Community Discussion and what are the next steps?

Answer: The June 25 and July 9 Community Discussions were sponsored by the Olympia Downtown Association, the Thurston County Chamber of Commerce, the Port of Olympia, the Economic Development Council, the East Bay Neighborhood Association, CLIPA, the Friends of the Working Waterfront, and others. The Department of Enterprise Services (DES) made formal presentations at the June 25 forum. Representatives from Ecology, the City of Olympia, the City of Tumwater, and the Port of Olympia were in attendance and participated in informal discussions with the 300 people that attended the two Community Discussions.

CLIPA recommends that the Next Steps for the State Capitol Committee, DES, the local governments and the Community be to: (a) Support the work of the William Ruckelshaus Center to provide a Community supported path to a future Urban Watershed and Capitol Lake Management Program; (b) Convene and establish a Public-Private Executive Level Management Team to guide the design, financing, and implementation of the Plan; (c) Request a \$10 million appropriation form the 2015-2016 Legislative Budget to fund the initial phase of maintenance dredging of Capitol Lake and some initial watershed improvements; and (d) Enlist the Thurston County Chamber of Commerce and other groups and agencies to keep this issue as a "priority agenda item" for all local and State elected officials until a community plan is adopted, funded and implemented.

35) What is the Wm D Ruckelshaus Center assignment and who is leading the Community Discussion for them?

Answer. The DES with the support of the local legislative leaders has contracted with the Center to guide the next phase of the Community Discussion to seek an approach or pathway to a shared plan for Capitol Lake. Currently the City of Olympia considers the responsibility for the lake belongs to the State, but will participate in a convened process that is initiated by the State. The Center is now under contract with their report due back to DES by December of this year. CLIPA is supportive of this process but recommends that the local and State government elected officials convene a Public-Private team of Executive Level Leaders this fall, so that when the Center's Report is provided in December, the Executive Leaders are positioned to guide the next steps in addressing the needs of the lake.

36) How does the Puget Sound Partnership/ the PSNERP Process/ the AAHS and the TMDL relate to the Community Discussion on the Urban Watershed/Capitol Lake?

Answer: These various entities consist of some of the State, Tribal and local organizations and individuals concerned with water quality in Budd Inlet and Puget Sound. Much of the membership is overlapping with the same State Agency staff members wearing different hats. It cannot be said that these groups have included all of the critical factors that need to be addressed by the State Capitol Committee, Legislature and the Community to allow a true community discussion of alternatives before the long term management program is implemented. Ecology, the lead agency on most of the discussions, should have a public service role with these various groups and should be deferring to the State Capitol Committee for direction and guidance as the Lead Agency in the decision process.

37) What role does Ecology have in making the ultimate decision on the future of Capitol Lake?

Answer: The State Capitol Committee which is made up of the Governor, Lieutenant Governor, Secretary of State, and Public Lands Commissioner are the ultimate decision-makers on the future of Capitol Lake. The State Legislature would also need to appropriate funds to dredge the Lake or to remove the tide lock. The Governor appoints the director of the Department of Ecology with the assignment to conduct objective and science based studies in collaboration with other public and private groups. The Puget Sound Partnership along with Ecology are obligated to present the supporting documents that address the environmental, economic, social, and cost benefit data that will allow the State Capitol Committee and the Community guide the development and implementation of the long term plan for the Urban Watershed and Capitol Lake. Consequently, Ecology only has an advisory role to the State Capitol Committee and DES as the Lead Agency is the State Environmental Impact Statement, leading to the final plan.

38) What is the City of Olympia's Position on the Lake?

Olympia's current City Council has taken no public position on the Lake issue as of now. Their stated position is that Capitol Lake and its future is the responsibility of the State Capitol Committee. They are willing to participate in Public Private Executive Leadership Team if convened by the State.

The City has recently invested over \$10 million in a partial "redo" of the popular Percival Landing, and has plans for the remaining portions of the link to the boating waterfront. They have initiated steps to purchase the properties on the Isthmus to provide another public park on the waterfront for the community to access the recreation opportunities provided by the Lake and Budd Inlet. They have plans to make Downtown Olympia a "24 Hour City" to accommodate the growing Thurston County population. Currently their plan for their role in supporting the Deschutes Urban Watershed is confused.

39) What is Thurston County's Position on the Lake?

Answer: CLIPA does not know what the County Commission's position is. However, it is the County that is the lead agency in managing the forest practices, land use, County road run offs and to correct or upgrade of failing septic tanks that contribute the primary sources of pollutants to the tributaries of the Deschutes River. The County Health continues to monitor water quality throughout the County, including the monitoring data from Capitol Lake that shows the Lake being one of the "healthiest" lakes in Thurston County. Their data also shows that the water quality of Black Lake (a County approved swimming lake) is very similar to the current water quality in Capitol Lake.

40) What is the City of Tumwater's Position on the Lake?

Answer: The City voted against the original CLAMP recommendations, but has not made CLIPA aware of their current position. The City is pursuing a comprehensive "public use" of the Deschutes Urban Watershed. Their relatively new Pioneer Park continues to be expanded and is the "starting point" for the Urban Watershed District that could become the showplace of Thurston County and the State with the development of a "master plan that integrates urban living with a wide variety of environmental and water contact recreation from their Pioneer Park to Olympia Priest Point Part. Tumwater's Brewery District is another great potential contribution to the community.

41) What is the DES/ SCC Recommendation to the Legislature on the future of the Lake?

Answer: DES received the original CLAMP Recommendations, but chose not to respond to the submittal. This has been the same response from the last three DES Directors (Bremer, Turner, and Liu). Director Liu has now contracted with the Ruckelshaus Center to provide guidance to DES. DES is staff to the State Capitol Committee. The SCC may choose to initiate a plan of its own origin and forward it to the Legislature for funding.

42) What are the EIS Alternatives being considered by those responsible for the decision?

Answer: a) Natural/Reconstructed Tidal Mud Flats---Remove all manmade structures between 4th Avenue Bridge and Pioneer Park on the Deschutes River, including the existing fish ladders.

b) Managed Lake and Urban Watershed---Incorporate all of local government plans into a comprehensive Urban Watershed Plan and Management District. Pioneer Park to Priest Point Park

c) Do Nothing----Allow Capitol Lake and lower Budd Inlet to fill in with sediment until the Olympia Waterfront becomes a fresh and salt water marsh with no recreation or economic support for the Downtown.

PLEASE GO TO THE CLIPA WEBSITE AT www.savecapitollake.com FOR MORE INFORMATION ON MOST OF THE RESPONSES TO THE ABOVE QUESTIONS FROM THE PUBLIC. If YOU HAVE AN ADDITIONAL QUESTION, CONTACT CLIPA AT ----CLIPA, 606 Columbia St NW-Suite 100-C, Olympia WA, 98501

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:23 PM
To: ImagineOlympia
Subject: comp plan comment

On approx. p. 37, first page of the Natural Environment chapter, under Introduction, line 3, I suggest "raise chickens" be deleted. Chickens are not part of the natural environment.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:27 PM
To: ImagineOlympia
Subject: comp plan comment

On approx. p. 39, under the heading Using Our Land Wisely, the third, fourth, and fifth bullets confuse the city's role as regulator with the private sector function of development. These items should start with verbs such as "require" and "encourage" to make clear that the city is not the developer.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:32 PM
To: ImagineOlympia
Subject: comp plan comments

On approximately page 49, PN4.4, I "management of Capitol Lake" should be changed to "management of the Capitol Lake basin". (add two words)

This is to make clear that there is more than the lake to be managed, and also that Capitol Lake may not be there indefinitely.

Bob Jacobs

Karen Kenneson

From: northbeachcomm@cs.com
Sent: Monday, August 04, 2014 8:10 AM
To: ImagineOlympia
Subject: Due==Aug. 5; PUBLIC COMMENTS; CITY OF OLYMPIA; Comp Plan

Dear City of Olympia,

This area of Olympia has one river, and four major streams. All except one are either dammed, (or run through culverts). How is the Comp Plan addressing this problem?

Stream estuaries do not appear on any maps, in this COMP plan. Why not?

This does not make sense.

If the current estuaries were put on a map, they would exist on land that's privately owned and/or slated for development, by the City of Olympia. Does this make sense? No. The Moxlie Creek area, where the Port of Olympia wants to build a boutique hotel, should be addressed.

The Olympia Comp Plan could at least indicate where the estuaries are, and put them on a map, and try to preserve them.

Regarding environmental concerns... the City's Comprehensive Plan is a stack of meaningless platitudes.

The plan begins with an emphasis on education. But where are the specifics of this plan?

There is little or no discussion of climate change. Why is there none?

The city needs to have a plan of retreat, we do not need to pay for dams and dikes along Budd Inlet. We cannot allow tax payer money to be used for this concrete.

Also the plan mentions the promotion of less use of single occupancy vehicles. How?

Nothing is explained, no examples given.

The plan wants to control wood stove emissions. How? Again, we have no examples, no ways that the city will push for any changes.

Where is a picture of the proposed Comp plan result? No pictorial examples are given, why?

The plan talks about "low impact development", what is that? Is it defined? No. The city wants to designate drainages for low impact development.

What does that mean? This means other drainages will not get low impact development? Any development in the Puget Sound Basin should be low impact. All drainages drain to Puget Sound. This just opens the door to full impact development.

The plan mentions shellfish. It wants to "Protect areas where shellfish are commercially grown." What about other areas? Why are commercial shellfish beds uniquely important? Because the shellfish industry generated "science" which says aquaculture improves water quality? We need science in this plan, not platitudes.

The plan says to, "Carefully control shoreline development." What does this mean?

Nothing, no examples are given; just more vague platitudes.

There is little discussion of any legal rules, regulating any development. The plan says, "Use public acquisition as our primary tool." What does that mean? In other words, we can't make and enforce any codes regulating private property? It means letting the developers do any thing they want?

The City of Olympia needs to keep the salt water shoreline for the people of Olympia, for future generations. We do not need development near Budd Inlet.

Thanks,
Lisa Riener
2103 Harrison Ave.
Oly., WA
98502

Posted by: Anne Buck <culinaryexotica@gmail.com>

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-----Original Message-----

From: nwsurveyqc <nwsurveyqc@cs.com>
To: northbeachcomm <northbeachcomm@cs.com>
Sent: Sun, Jul 27, 2014 3:52 pm
Subject: Fwd: [growthtalk] Comp Plan

-----Original Message-----

From: Anne Buck culinaryexotica@gmail.com [growthalk] <growthtalk-noreply@yahoogroups.com>
To: NANPARTLOW <nanpartlow@comcast.net>
Cc: Branch, Harry <hwbranch@aol.com>; envirotalk <envirotalk@yahoogroups.com>; growthtalk <growthtalk@yahoogroups.com>
Sent: Sun, Jul 27, 2014 12:26 pm
Subject: Re: [growthalk] Comp Plan

absolutely priceless Harry. Now what? You as I have said before are so smart. Anne

On Sun, Jul 27, 2014 at 10:28 AM, NANPARTLOW nanpartlow@comcast.net [growthalk] <growthtalk-noreply@yahoogroups.com> wrote:

Bravo, Harry! What does it take to get specific, ecologically-based goals and language into Olympia's comp plan, especially concerning the estuaries?
Nancy

From: "hwbranch@aol.com [growthalk]" <growthtalk-noreply@yahoogroups.com>
To: "envirotalk" <envirotalk@yahoogroups.com>, "growthtalk" <growthtalk@yahoogroups.com>
Sent: Sunday, July 27, 2014 10:08:00 AM
Subject: [growthalk] Comp Plan

Dear City of Olympia,

Regarding environmental concerns... the City's Comprehensive Plan is a stack of meaningless platitudes. It's not just weak on specifics, they don't exist. We are locked into the shifting baseline. We have no history. We will restore nothing.

1. The plan begins with an emphasis on education. Provide it, focus it on hands on involvement, provide information on education opportunities and coordinate education programs. Where are the specifics? Are we talking about opportunities to pet a sea cucumber? What about teaching something about the diminution of this area's marine ecosystem? The loss of species over the past 20 years? Taboo subjects.
2. The plan wants to promote less use of single occupancy vehicles. How? The plan wants to control wood stove emissions. How?
3. The plan wants to protect groundwater from "activities". I assume this means spills and other things that are already controlled but one doesn't know again as there are no specifics.
4. The plan wants to regulate land uses. How? What does this mean?
5. The plan wants to designate drainages for low impact development. This means other drainages will not get low impact development? Any development in the Puget Sound Basin should be low impact. All drainages drain to Puget Sound. This just opens the door to full impact development.

6. Protect areas where shellfish are commercially grown. What about other areas? Why are commercial shellfish beds uniquely important? Because industry generated sham science says aquaculture improves water quality?
7. Carefully control shoreline development. More vague platitudes.
8. Protect artesian wells. The city bulldozes artesian wells as soon as they rear their ugly head.
9. Use public acquisition as our primary tool. In other words, we can't make and enforce any codes regulating private property.
10. Direct development to areas best suited for development. How?

In California, New York, New Jersey and other states, nearshore restorations occur at every opportunity. Too many to list. Not in Washington State. Let's just consider the example of stream estuaries. In forward looking states there is particular recognition of the importance of estuaries, all estuaries not just the big ones. In Olympia, we have one river and four major streams. All except one, Ellis Creek, are either dammed or run through long culverts. How is the Comp Plan addressing this problem? The solution in this case is to just pretend they don't exist. Stream estuaries do not appear on any maps. They're not wetlands. They're not anything. They DO NOT EXIST. This is because if they did exist, they would exist on land that's privately owned and/or slated for development, such as the estuary of Moxlie Creek where the Port wants to build a boutique hotel. State law says a stream that flows less than 20 gallons per second has no value. Maybe the City can't go against this but the Comp Plan could at least indicate that they exist and put them on one of the maps.

As always, we see references to the "best available science". This term, like "sustainability" has become a joke.

Sincerely,

Harry Branch

Posted by: Anne Buck <culinaryexotica@gmail.com>

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Karen Kenneson

From: Patricia Holm <pholm76@gmail.com>
Sent: Monday, August 04, 2014 9:22 AM
To: ImagineOlympia
Subject: Comp plan comment

Mayor & Council members,

I think the Olympia Critical Areas Ordinance (CAO) in the proposed Comp. Plan needs to be updated. In my opinion, it needs to include "priority species and locally important species" (i.e. the local great blue heron *subspecies* that does not migrate, thus resides in its nesting area year round.) Such an update would be consistent with the new Thurston County CAO. The current version of Olympia's CAO is meaningless, because it only protects endangered, threatened and sensitive species, and in looking at that list, it appears to be unlikely that we have any of these within our city limits.

Thanks you for taking this comment into consideration.

Patricia A. Holm
1216 Ethridge Ave NE
Olympia, WA 98506

Karen Kenneson

From: Amy Buckler
Sent: Monday, August 04, 2014 10:13 AM
To: ImagineOlympia
Subject: FW: comment re: the City's proposed Comprehensive City Plan

From: CityCouncil
Sent: Monday, August 04, 2014 10:07 AM
To: 'Sandia'
Cc: Councilmembers; Steve Hall; Jay Burney; Keith Stahley; Leonard Bauer; Amy Buckler
Subject: RE: comment re: the City's proposed Comprehensive City Plan

Thank you for your comments. I will forward them on to all Councilmembers and appropriate staff.

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: Sandia [<mailto:sandia@fertileground.org>]
Sent: Monday, August 04, 2014 2:16 AM
To: CityCouncil
Subject: comment re: the City's proposed Comprehensive City Plan

Mayor & Council members,
I think the Olympia Critical Areas Ordinance (CAO) in the proposed Comp. Plan needs to be updated. In my opinion, it needs to include "priority species and locally important species" (i.e. the local great blue heron *subspecies* that does not migrate, thus resides in its nesting area year round.) Such an update would be consistent with the new Thurston County CAO. The current version of Olympia's CAO is meaningless, because it only protects endangered, threatened and sensitive species, and in looking at that list, it appears to be unlikely that we have any of these within our city limits.

Thanks you for taking this comment into consideration.

Sandia Slaby
1827 Legion Way SE
Olympia, WA. 98501

Karen Kenneson

From: erodrick@comcast.net
Sent: Tuesday, August 05, 2014 1:31 AM
To: ImagineOlympia
Subject: Comment on Olympia Comprehensive Land Use Plan Update
Attachments: OCLUP Update comments-ER 8-4-14.docx

Please find attached my comments on the Olympia Comprehensive Plan Update.
Thank you for your consideration.
Elizabeth Rodrick

8/4/2014 Comments on Olympia Comprehensive Land Use Plan Update (June 2014 version)

The Community Values and Vision Chapter includes statements relating to protection of fish and wildlife species and habitats (see yellow highlights below), but the goals and policies do not include this language, so it needs to be incorporated.

Suggested wording changes are underlined or crossed out (MS WORD Track Changes).

(Excerpt from Community Values and Vision Chapter)

Our Natural Environment

What Olympia Values:

Olympians value our role as stewards of the water, air, land, vegetation, and animals around us, and believe it is our responsibility to our children and grandchildren to restore, protect, and enhance the exceptional natural environment that surrounds us.

Our Vision for the Future: A beautiful, natural setting that is preserved and enhanced.

Olympia's unique natural setting will continue to make our city great. By working closely with surrounding governments we can successfully preserve, protect and restore the natural heritage we share.

As a result of this cooperative effort, Olympia will enjoy a dense tree canopy that will beautify our downtown and neighborhoods, and improve the health, environmental quality and economy of our city. Though our population will increase, our air and water will be cleaner and wildlife habitat will be preserved to maintain a biologically healthy diversity of species, and to help prevent them from becoming endangered. Salmon will return and spawn in the streams where they were born. Seals, sea lions, orcas, and otters will roam the waters of southern Puget Sound.

**Natural Environment
Goals and Policies**

GN1 - Natural resources and processes are conserved and protected by Olympia's planning, regulatory, and management activities.

PN1.1 Administer development regulations which protect environmentally sensitive areas, important habitats and species, drainage basins, and wellhead areas.

PN1.2 Coordinate critical areas ordinances and storm water management requirements regionally based on the best scientific information available.

PN1.3 Limit development in areas that are environmentally sensitive, such as steep slopes, important habitats and species areas, and wetlands. Direct development and redevelopment to less-sensitive areas.

PN1.4 Conserve and restore natural systems, such as wetlands, important habitats and species areas, and stands of mature trees, to contribute to solving environmental issues.

Comment [E1]: This is part of our responsibility in cooperating with other governments under the GMA.

Comment [E2]: I cannot find a definition for environmentally sensitive areas so I suggest changing all such language to "critical areas" which are defined in the Growth Management Act (GMA) and Olympia Critical Areas Ordinance (CAO). Otherwise add "important habitats and species". This language is defined in the current Olympia CAO and should be inserted here and in policies below to reflect the emphasis that it is given as a community value.

Comment [E3]: The GMA specifies that the CAO must be updated with the Comprehensive Plan Update and is due by June 30, 2016. The Olympia CAO should be more consistent with the Thurston County CAO which was recently updated in 2012 using the best available science. Specifically, the Important Habitats and Species section of the Olympia CAO has not been updated since 2005 and should now include State Priority Species and Locally Important Species, such as iconic Puget Sound birds like the Great Blue Heron and Osprey. We cannot afford to delay protection until these species are endangered. Recovery efforts are very costly to government and taxpayers. Olympians want these treasured animals protected, so they may continue to persist and be enjoyed by many generations to come. See Section X.60.010(A)(3) in the Example Code Provisions for one method of designating habitats of local importance. Habitats and species may be further classified in terms of their relative importance." (pg. 27 Critical Areas Assistance Handbook. WDC, 2007.)

Comment [E4]: Same comment as E2.

PN1.6 Establish regulations and design standards for new developments that will minimize impacts to stormwater runoff, environmentally sensitive areas, wildlifeimportant habitats and species, and trees.

PN1.8 Limit the negative impacts of development on public lands and environmental resources, including important habitats and species, and require full mitigation of impacts when they are unavoidable.

GN2 - Land is preserved and sustainably managed to protect critical areas and for the enjoyment of current and future generations.

PN2.1 Acquire and preserve land by a set of priorities that considers environmental benefits, such as storm water management, wildlifeimportant habitats and species, or access to recreation opportunities.

PN2.2 Preserve land when there are opportunities to make connections between healthy systems; for example, land parcels in a stream corridor.

PN2.3 Identify, remove, and prevent the use and spread of invasive plants and wildlife.

PN2.4 Preserve and restore native plants by including restoration efforts and volunteer partnerships in all city land management.

PN2.5 Design improvements to public land using existing and new vegetation that is attractive, adapted to our climate, supports a variety of wildlife, and requires minimal, long-term maintenance.

Change:

New policy of preserving wildlife habitat in a series of land "islands," as demonstrated most effective in a 1994 Olympia Wildlife Study.

PN2.6 Conserve and restore wildlifeimportant habitats and species as a series of separate pieces of land, in addition to existing corridors.

PN2.7 Practice sustainable maintenance and operations activities that reduce the City's environmental impact.

PN2.8 Evaluate, monitor, and measure environmental conditions, and use this data to develop short- and long-term management strategies.

GN6 Healthy aquatic habitat is protected and restored.

Change:

New policy adding restoration to the protection of streams.

PN6.1 Protect, Restore, and manage vegetation next to streams, with an emphasis on native vegetation, to greatly improve or provide new fish and wildlife habitat.

Comment [E5]: Again this term is vague. Specify "important habitats and species" to ensure that full mitigation is sought.

Comment [E6]: This goal is uninspiring. Perhaps include language such as this to reflect community values.

Comment [E7]: Sometimes the only way to connect important habitats is by restoring degraded land that lies between healthy lands. See references in comment E9.

Comment [E8]: This term actually has a negative connotation in conservation biology that indicates wildlife are isolated and genetic exchange is not occurring. Use "patches" instead.

Comment [E9]: This study is 20 years old. Conservation reserve design has advanced and terminology has changed. The terms "core habitat patches" and "habitat linkages" are more common now. See Landscape Planning for Washington's Wildlife, <http://wdfw.wa.gov/publications/00023/>, Washington Wildlife Habitat Connectivity Studies, <http://waconnected.org/>.

Comment [E10]: Don't limit corridors to existing maps. Wildlife habitat and linkages should be re-evaluated according to recent best available science.

Comment [E11]: Insert "protect" to be consistent with goal language.

Comments submitted by:
Elizabeth Rodrick, Wildlife Biologist
Representing Black Hills Audubon Society
10109 Steamboat Island Rd NW, Olympia, WA 98502
(360) 866-9797

Karen Kenneson

From: johnehiker@comcast.net
Sent: Tuesday, August 05, 2014 3:10 PM
To: ImagineOlympia
Subject: Comprehensive plan written testimony

I was disappointed after reading your comprehensive plan that it did not include clearly stated goals, objectives, timetables, and a built-in evaluation of progress and outcome that I associate with a comprehensive plan. This document reads more like a vision and values declaration. While clear statements of vision and values provide a valuable context for any planning process, and while I think we can agree on much of the vision contained in this document, a vision statement is not a plan.

A plan has specifics. A plan has goals and projects that are measurable over time. A plan identifies how you intend to achieve your visions, because the devil is in the details. Speaking as someone who has lived in this community for many years, and cares deeply about the quality of life here in Olympia, this document does not provide me with the information I need to have confidence that the implementation of this plan will clearly place the values of community and the common good ahead of those who will be tempted to exploit the ambiguities of this plan for their own private gain.

This document is so convoluted and full of unenforceable, and unquantifiable "value" statements that it allows planners to do and justify about anything they want, and make no mistake, that's what planners want! Planners want carte blanche to do whatever they want, whenever they want. The removal of zoning to permit multiple property zoning revisions each year will likely have the effect, even if not the intent, to embolden private interests to exploit such a provision for their own benefit and stack the deck against citizen activists like those of us here tonight.

Comprehensive? In a world where we are discovering our expanding interconnectedness everyday how can a comprehensive plan for the City of Olympia neglect to include the heart and soul of the community - the downtown. How can you use the word "comprehensive" and not include the downtown?

The danger that I see is that by planning piecemeal and compartmentalizing the planning process by separating the urban growth corridors from the urban core of downtown we run the risk of unintended consequences where planning in one area may preclude sensible and appropriate planning in other parts of the city.

We need to recognize that when you shake the apple tree of this community in one place it will unavoidably effect the other areas of our community and that's why we need an actual comprehensive planning approach that includes the entire City and not a plan that arbitrarily separates parts of the whole.

No matter what the problem, population growth, climate change, loss of wildlife habitat, transportation, you name it, this document offers nothing but platitudes, visions, values, and hyperbole. When you say so much you say nothing at all. Nevertheless, this is a dangerous document because it disempowers and disenfranchises local citizens and gives even more power and authority to those planners motivated by profits and their own self interests.

Jon Epstein
PO Box 2822
Olympia, WA 98507

Nancy Lenzi

From: Travis Skinner <skinnerster@gmail.com>
Sent: Wednesday, July 23, 2014 11:19 AM
To: ImagineOlympia
Subject: hello imagine olympia

I am sorry to inform that I could not make the meeting last night on the comprehensive plan. I would like to add my 2 cents about the plan, and encourage for an additional public outreach meeting for a document that has the intended weight of a 20 year lifespan.

A crucial part of being able to produce walkable communities is the access to commercial businesses within walking distance of neighborhoods so that people can walk. Zoning waivers need to be easily accessible. I do not have the time to sift through a document of this size to discover whether or not it has been established. The reason that the Westside Co-op and Sage's/The Page Street Cafe have been so successful is the location on the westside. If more businesses were granted zoning variances so they could locate themselves within single family neighborhoods, people would have the ability to walk to get what they need. I highly encourage this provision and a standardized process that is easy to navigate for small businesses who wish to locate themselves close to single family neighborhoods. How can we work to develop a process that is comprehensive and considers all stakeholders, but is reasonable for a small business to navigate?? Thanks and any comments would be very helpful.

-Travis Skinner

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 9:07 PM
To: ImagineOlympia
Subject: comp plan comment

On approximately p. 112, under the heading Neighborhoods, paragraph 3 deals with neighborhood centers. It is unfortunately a one size fits all approach. I suggest that the description here is appropriate for new neighborhood centers. But for existing neighborhood centers, e.g., the Wildwood Center, the neighborhood park and high density housing may not be desirable or even feasible.

I strongly suggest that wording be added to indicate that existing neighborhood centers may deviate from the description that applies to new ones.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 9:12 PM
To: ImagineOlympia
Subject: comp plan comment

On approx, p. 114, PL 221.3, the description of neighborhood centers needs to distinguish between existing and new centers, as I suggested in my previous comment for page 112.

Existing center may in all practicality have to deviate from the standard "full meal deal" center concept, esp. as to dense housing and parks.

BobJ

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 9:03 PM
To: ImagineOlympia
Subject: comp plan comments

On Approx. p. 107, PL17.3 speaks of encouraging denser development in order "to support frequent transit service".

This seems backward to me. Transit service should be established to serve transportation needs. Land use should not be gerrymandered to make transit more efficient.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 9:33 PM
To: ImagineOlympia
Subject: comp plan suggestions

On approx. pp 124/5, there is a table headed Future Land Use Designations. Under Residential Density in this table there are densities indicated in terms of units per acre. But there is no definition of that term. There are various ways of measuring density, especially the measure of area.

To be at all meaningful, this section need a definition of how units per acre will be measured.

Bob Jacobs

Karen Kenneson

From: Benjamin Ruder <ben.ruder@gmail.com>
Sent: Monday, August 04, 2014 6:49 AM
To: ImagineOlympia
Subject: Comp Plan Comments
Attachments: GSNA City Council Public Response.doc

Please find attached public commentary from the Governor Stevens Neighborhood Association regarding the current draft of the Comprehensive Plan. Thank you for your consideration.

Benjamin D. Ruder
President, Governor Stevens Neighborhood Association

--

Benjamin D. Ruder, DDS

Diplomate, American Board of Pediatric Dentistry



222 Lilly Road NE
Olympia, WA 98506
360.459.5885
www.smalltotal.info



August 4, 2014

Dear Councilmembers:

I write on behalf of the Governor Stevens Neighborhood Association regarding the hearing draft of the comprehensive plan.

We appreciate the council's responsiveness to our concerns some months ago about the proposal to include our neighborhood in an Urban Corridor designation that would have allowed quite dense housing to be constructed here. We thank you for removing us from that category, along with our adjacent neighborhood associations and the South Capitol Neighborhood Association.

However, upon reviewing the current draft we note some provisions that also give us concern. The Governor Stevens Neighborhood is a healthy historic neighborhood, currently at a density of 3.5 dwelling units per acre according to city staff. All 101 structures in our neighborhood are detached, single-family houses. An unknown number have Accessory Dwelling Units.

It is our position that our neighborhood should not be considered for 6-12 housing units per acre zoning or for multi-family structures, especially "small apartment buildings". We request to be exempted from these provisions until a full dialogue can occur.

Thank you for considering our concerns.

Sincerely,

Benjamin D. Ruder
President, Governor Stevens Neighborhood Association

Karen Kenneson

From: Cristiana Figueroa-Kaminsky <cristianamfk@gmail.com>
Sent: Monday, August 04, 2014 9:00 AM
To: ImagineOlympia
Subject: Comprehensive Plan Comments

Dear City of Olympia Staff,

Please consider the following comments below regarding the proposed comprehensive plan:

- 1. Emphasize conserving and acquiring open areas** to provide/ ensure wildlife habitat and other natural features in the Natural Environment Chapter.
- 2. In the Land Use Chapter, specify that subarea plans, when developed, should be constrained by the physical capabilities to support growth**—for example, topography, sensitive drainage basins, subsurface materials, sea level rise, critical areas.
- 3. Utilize high Density Nodes to implement GMA, not urban corridors.** Allow urban corridors to include mixed-use (residential, commercial), as long as the character of the surrounding neighborhood is maintained. For example, the Sellwood neighborhood in Portland, OR—as most neighborhoods in Portland, OR—has kept its character while allowing for its residents to have access to shopping and restaurants. The urban corridors as conceived in the plan now provide easy opportunities for developers to develop high density outside the high density nodes, undermining our interest in downtown development.
- 4. Put zoning back into the Comp Plan,** so that zoning changes are handled as Comp Plan amendments. This provides a truly comprehensive approach to zoning. Piece-meal zoning changes will be detrimental in the long-run, and will be hard for citizens to know about and keep up with.
- 5. Visualization tools need to be used as a primary tool when communicating zoning changes to the public.** The Comp plan can refer to the use of visualization tools as a standard practice.

I appreciate the opportunity to provide comment.

Sincerely,

Cristiana Figueroa-Kaminsky

AUG 04 2014

City of Olympia
Executive Department

GUSA LAW OFFICE
1700 Cooper Point Road S.W. Bldg. A-3
Olympia, WA 98502
Phone (360) 705-3342

August 4, 2014

CC: COUNCIL
STEVE
JAY
KEITH
LEONARD

Mayor Stephen H. Buxbaum
Members of the City Council
City of Olympia
601 4th Avenue East
Olympia, Washington 98501

Re: Proposed Comprehensive Plan As It Applies To The 2400 Block of State Street N.E.

Ladies and Gentlemen:

I represent the owner of the property at 2403 State Street N.E. and the owner of the property at 2427 State Street N.E. The properties are located on the South side of State Street N.E. The zoning is now R 6 - 12, residential with 6 - 12 dwelling units per acre.

Under the proposed comprehensive plan, virtually all of the properties on the South side of State Street N.E. will be designated "Urban Corridor" or "Urban Corridor /High Density". The only exceptions will be the four properties in the 2400 block on the South side of State Street N.E. including the two owned by my clients. These properties will remain R 6 - 12. Under the proposed plan, these four properties will be a small R - 6 - 12 island almost completely surrounded by properties designated "Urban Corridor" and "Urban Corridor High Density". During a July 9 open house, I spoke with Mr. Todd Stamm regarding this situation. In response to a question, Mr. Stamm indicated that there is no policy reason for these four properties to be R 6 - 12 when the others are changed to "Urban Corridor" and "Urban Corridor High Density".

This situation will create significant problems. According to Mr. Stamm, Urban Corridor/High Density allows buildings up to six stories high. Thus, six story buildings may well loom over the single family dwellings on my clients' properties, without the benefit of any buffer whatsoever, even a street. This will probably diminish the utility of these properties for residential use. No one wants a commercial building looming several stories over their home.

R 6 - 12 properties can be used for a professional office, such as an insurance agency, or the office of an architect, engineer or lawyer only if it is a home office. Changing the designation to "Urban Corridor" would allow these properties to be used as professional offices, make State Street a buffer between the zones, and treat these four properties consistent with the neighboring properties.

Mayor Stephen H. Buxbaum
Olympia City Council
August 4, 2014
Page 2 of 2

I respectfully request that the designation for these properties be changed to "Urban Corridor" or "Urban Corridor/High Density" consistent with the other nearby properties.

I am aware that a provision in the proposed comprehensive plan allows some flexibility regarding properties within 200 feet of an urban corridor. However, in this circumstance, my clients should not have to incur the substantial costs and spend the time and energy necessary to obtain a change that is being given to all of the other properties in the block. Please feel free to contact me if you have any questions or concerns.

Sincerely,



Michael G. Gusa
Attorney at Law

Karen Kenneson

From: Joe Ford <joe@jbford.com>
Sent: Tuesday, August 05, 2014 2:23 PM
To: ImagineOlympia
Subject: Official comment on draft Comprehensive Plan
Attachments: Comp Plan Comments Ford & Wilkinson 8-5-2014.pdf

Attached please find our citizen comment regarding the draft Comprehensive Plan.

Joe Ford
1903 Eskridge Blvd SE
Olympia, WA 98501

360-352-7295 (home)
360-352-4434 (work)

joe@jbford.com

Comments to the Olympia City Council

Comments of Joseph Ford and Mary Wilkinson
1903 Eskridge Blvd. SE, Olympia 98501

Regarding the Draft Comprehensive Plan

Our two biggest concerns about the draft Plan relate to the *Urban Corridors* and the *removal of zoning from the Comprehensive Plan*.

Urban Corridors

Our concerns:

- The urban corridors defined for Fourth Avenue/State Avenue and Harrison Avenue will undermine our hopes to focus density in the three High Density Nodes, especially Downtown.
- Proposed zoning for these corridors will make it easy and attractive for developers to develop outside the downtown core.
- The current draft permits buildings in these corridors to be tall enough to destroy important views, conflicting with view preservation goals in the Plan.
- The current draft permits buildings large enough and tall enough to overwhelm the neighborhood character of adjacent neighborhoods. These are neighborhoods where a lot of Olympians find their starter homes. These neighborhoods are historic. We should not sacrifice them in search of high density that **can** be created elsewhere.

What we can do:

- Restore the Fourth/ State corridor and the Harrison Ave corridor to what they look like today: mixed-use commercial and housing, but on the same scale as the surrounding neighborhoods—buildings of limited square footage, two storeys high.
- Encourage large multi-story development to locate downtown or in the other two High Density Nodes, rather than promoting this development elsewhere.
- If the High Density Nodes that anchor each end of these two corridors are built up, they will generate enough transit demand to create viable transit corridors along the Fourth/State and Harrison corridors. In fact, the High Density Nodes will drive more transit traffic than the corridors ever will, so let's not undermine the Nodes by making it easy and attractive to develop outside the High Density Nodes.

Zoning Should be Restored to the Comprehensive Plan

We realize that the theory behind removing zoning from the Plan is to make it easier to respond to development requests that require zoning changes. *We think this represents bad planning.*

- This concept promotes “spot zoning,” which runs completely counter to the concept of “comprehensive planning.”

- “Comprehensive Planning” is just that—planning for zoning in the context of the City’s total plan, not isolated by the chance to bag one big development project.
- Zoning changes should be subject to the full analysis and scrutiny accorded to Comprehensive Plan amendments.
- As an annual process, Comprehensive Plan amendments are predictable in their timing, and relatively easy to identify, follow, and comment on. *Ad hoc* zoning changes, introduced at any time, will be difficult for citizens to know about, to keep up with, and to comment on. The required notifications and communications for such changes just do not adequately reach all of the community, and have the effect of removing much public input from the process.
- Allowing *ad hoc* zoning changes empowers developers while disempowering the community. Developers receive direct, individual communication from City staff, to inform them when their proposed projects are moving through the various steps of the zoning change process. Ensuring that the community is fully notified and informed is much harder.
- Ensuring community knowledge of land use planning events is an area where the City does not have a track record of success. Removing zoning from the Comprehensive Plan is an act of faith that somehow these information processes will work better in the future than they do now.

Removing zoning from the Plan is probably the single element of the current draft most destructive to actual “comprehensive planning.” Zoning changes should remain part of the Comprehensive Plan amendment process as they are now.

Lack of Visual Depictions of the End Results of Proposed Zoning

The Planning Commission has asked for visual representations throughout the Comprehensive Plan process, and the community also has asked repeatedly. Yet, the community is now being asked to respond in what is apparently our final opportunity for input—with no visuals.

This is a serious process failure of Comprehensive Plan development and its presentation to the community for input. The Council should demand this tool be available to citizens before closing public comment.

What is needed: Visual depictions of each zoning area that show how much (three-dimensional) space will be occupied when full build-out to zoning specifications occurs.

The City staff has expressed that they don’t have the tools to create such materials, or they don’t have the time to master the tools already in hand. Okay. The City should hire an outside consulting firm to create these visuals. Such a firm should be able to create visuals using the proposed zoning map and proposed zoning definitions. (If they can’t, that in itself would indicate a problem with the draft.)

Natural Environment Chapter

The draft Comprehensive Plan's Natural Environment Chapter is inadequate.

- For example, the “habitat islands” defined in the draft are based on an outdated study, a concept no longer in use by wildlife professionals.
- The Plan needs to be strengthened by aligning policies in National Environment section with the Community Values and Vision chapter.
- The City employs many land use planners and transportation planners. Their knowledge supported the development of the land use and transportation sections of the draft Plan. The City does not have adequate professional staff to develop the Natural Environment section of the Plan, and we should have engaged outside consulting help of expert professionals.
- Slow the Comprehensive Plan approval process down to allow for engaging outside professional help in developing a competent Natural Environment chapter based on current science. At the public hearing, several people more expert than we are suggested resources available for such help, including the State Department of Fish and Wildlife. The City should seek WA DFW help in developing this section of the Comprehensive Plan, and seek DFW's guidance in identifying a competent consulting firm to engage for this work.

Currently the only heron rookery within the City of Olympia is threatened by development, and the City is apparently powerless to protect that rookery because of the weakness of existing planning regulations. Existing planning regulations seem to have insufficient description of what is covered and which natural features we can protect. Let's make sure that in the future, we have adequate tools to protect our vanishing natural features.

This means taking time to do the Natural Environment chapter right.

The draft Comprehensive Plan Lacks Measurable Goals

The Plan's language is frequently vague, to the point where almost any action could conceivably fall within its descriptions—so what is the point of even having a Comprehensive Plan? In the draft Plan, much is “encouraged” (frequently only “when feasible”) but little is “required.”

How do we, as a community, know when we are achieving success under our Comprehensive Plan when the Plan has few measurable goals?

“Flexibility” or “predictability”? We note that the development community has frequently praised the “flexibility” in the current draft Plan, except when they ask for additional “flexibility.” However, in the past we have been told that the development community wants and needs “predictability.” **We can't have both.**

The community wants predictability, so citizens don't have to sit at the table with developers and CP&D staff in order to find out what is going to happen in our neighborhoods.

Predictability comes from concrete language and specific requirements, which the current draft Comprehensive Plan too often lacks.

An Opportunity to Strengthen Subarea Planning

Since much will depend on subarea planning yet to occur, it is important to ensure strong and specific subarea planning.

The Comprehensive Plan should specify that subarea plans be constrained by the physical capabilities of the area to support growth, for example, topography, subsurface materials, sea level rise.

We need to avoid situations in the future where the City is powerless to prevent damaging or inappropriate construction that may meet zoning requirements, but cannot adequately be supported by the physical characteristics of the site.

Karen Kenneson

From: John <jfmckinlay@hotmail.com>
Sent: Tuesday, August 05, 2014 2:13 PM
To: ImagineOlympia
Subject: Olympia Comprehensive Plan Comments

To whom it may concern,

I have some serious concerns regarding the Olympia Comp Plan. The City Manager made reasonable recommendations on the subjects of minimum densities, alleys, and design review. The current draft ignores those recommendations in favor of much more prescriptive language. I support the City Manager's more realistic recommendations, as they allow for greater flexibility to efficiently adapt to the needs of the market.

The creation of view corridors is also of concern. The suggestion of 7 landmark views and 26 locations from which those landmarks should be seen will create 182 view corridors that will crisscross the city and cut through areas designated for high density. Especially in areas marked for high density, view protections could serve to inhibit the encouraged and reasonable use of private property, inviting public conflict and costly legal battles and discouraging the development the City aims to encourage.

I urge you to revise the current view protection language found in PL8.1-PL8.5 in the Comprehensive Plan Update, and replace it with provisions more consistent with the Plan's desired density goals and objectives.

Thank you for your time and consideration.

Regards,

John McKinlay

Karen Kenneson

From: Carl See <seecarl@hotmail.com>
Sent: Tuesday, August 05, 2014 10:48 AM
To: ImagineOlympia
Subject: Olympia Comprehensive Plan Comments

Hello,

As we conclude public comment on the Olympia Comprehensive Plan, I want to thank the many who have put in so many hours to develop this plan and process. Whether city staff, planning commissioners, council members or community volunteers, the draft we are considering today is better because of these on-going efforts and a willingness to have and act on a continued dialogue. I hope this cooperation can be extended as we enter into the implementation phase(s) of this plan.

My comments on the draft:

1. SE Olympia - No Urban Corridor: Maintain the staff and planning commission recommendations incorporated into the Council's draft to have no urban corridor on Capitol Boulevard in SE Olympia. As commented on by many residents early in this process, the proposed land use for an urban corridor would not be supportive of the established, historic and healthy neighborhoods that border Capitol Boulevard along this stretch (I-5 to Carlyon Ave.). These neighborhoods have long attracted young families interested in affordable homes to buy or rent near schools (Pioneer Elem, Washington M.S. and Olympia H.S) and work. They include largely single-family homes, but also many duplexes and some other small multi-family complexes in either Tumwater or Olympia. As opposed to the urban corridor land use goals, this draft's allowances for (additional) ADUs, townhouses and possibly small apartment buildings will allow for more gradual change and growth in the neighborhood, while still enabling us to meet long-term density goals.
2. Support for Wildwood Neighborhood Center: These neighborhoods are also within walking distance of two neighborhood centers - the Wildwood Building and Tumwater's Brewery District. With plans to allow a more dense and larger neighborhood center at the Wildwood Building, and recent zoning changes to enable more commercial and residential density in the Brewery District, our neighborhoods are well positioned to maintain easy bike and walking access to community services. This planned density also provides the long-term support for our transit usage in this area. I supported the plans to increase density in the Brewery District, and I support the plans for locating a neighborhood center at the Wildwood Building.
3. Support Flexible Land Use Map, with low-density zoning limits: I support the plan for the flexible land use map (land use map that does not match the zoning map), with passage of the zoning criteria currently under consideration for the revised low-density neighborhood classification. As I believe the intent of those criteria to be, proposals to up-zone a property in an existing 4-8 zone to 9-12 units per acre should be subject to the criteria limiting such proposals to properties adjacent to other properties that already have the higher zoning. This helps concentrate the higher zoning in nodes, an approach that I think helps maintain the neighborhoods, and generally better utilizes existing and future infrastructure (roads, sewers, transit, electric, etc.).
4. Enable sub-area planning: I support this plan's proposal for subarea planning to assist with the implementation process. However, I encourage the city (either in the plan or during the implementation process) to adequately fund and define this process before moving forward. Neighborhood associations are a valuable community resource, but should not be leaned on entirely for sub-area planning. As a neighborhood association president, I do not think this is sustainable for the city because neighborhood associations come and go in certain parts of town, nor for the neighborhood associations as it can detract largely from other functions. The city needs to support this process with funding for staff to facilitate this process and pay for materials, and possibly meeting locations. It also needs to provide

clear expectations for the decision-making process, scope of consideration, and timeline. Finally, it will need to be response to requests for information and definitions (example: what is the density in my neighborhood?). Overall, sub-area planning needs to be a way for the city to broaden the conversation on city planning, not to way to reduce responsibilities or to save upfront costs. We should expect costs to be higher upfront, with the expectation that the sound and inclusive process avoids the costs of delays, rework, and lawsuits later on (as we've seen in recent years).

Much more I could comment on, but I'll wrap this up. Thanks again for your consideration.

Best,

Carl See
3141 Hoadly St., SE
Olympia, WA 98501
206-979-1375

Karen Kenneson

From: John Bay <johnbay@pobox.com>
Sent: Tuesday, August 05, 2014 3:18 PM
To: ImagineOlympia
Subject: State Avenue PO/RM zone
Attachments: COMPPLANcomments.docx

To whom it may concern:

Please see attached comments on the proposed comprehensive plan.

Thank you
John Bay

John Bay
1002 Olympia Ave NE
Olympia WA 98506
360-561-9744
360-943-4683(fax)

To: City Council of Olympia
Re: 2014 Proposed Comprehensive Plan
Date: July 30, 2014
From: John Bay
1002 Olympia Avenue NE

State Avenue is the Gateway to downtown and the Historic Bigelow Neighborhood. It works the way it is. Unfortunately both the existing zoning and the proposed Comp Plan and zoning allow it to be destroyed. Fortunately, we have a chance to fix the problem before it gets worse.

Under the 94 Comp Plan a small PO/RM zone was inserted to as a “transitional buffer” area between more intensive development of Downtown and 4th and the adjacent historic and residential neighborhoods. Development Standards and Design Review Criteria followed and

On July 7th the Community Planning and Development Department approved THIS new building at 924 State Avenue ON THE NORTH SIDE OF STATE. IF IT WAS LOCATED ON THE OTHER SIDE OF THE STREET IT COULD HAVE BEEN TWICE AS TALL.

THIS WAS FOUND TO BE AN APPROPRIATE BUILDING FOR A TRANSITIONAL BUFFER

IF THIS ISN'T CHANGED, THE GATEWAY TO THE CITY CAN BECOME A CANYON OF 3 – 6 STORY BUILDINGS. I DON'T BELIEVE THAT IT IS DESIRED OR NECESSARY.

THE PROBLEM CAN BE FIXED WITH A FEW SIMPLE CHANGES:

- Expand the PO/RM District to run from the alley between State and Olympia to the alley between State and 4th so that both sides of the street are in the zone (same zone) AND up State Avenue an additional block to at least Tullis (to be contiguous with the Historic District).
- Reduce height limit in the District to 25'.
- Place the District in the Residential Scale Commercial Development Design District as is Capitol Way south of the Capitol Campus.

These changes will significantly protect the look and feel of the area. These changes will not significantly reduce the opportunities for viable new development.

In fact, there has been plenty of development along this corridor and until the proposed 3-story building at 924 State Avenue, new buildings have all been one or two stories and have been generally consistent with the look and feel of the neighborhood, prime examples being the new Veterinary Cancer clinic and the Master Builders Association building and the office buildings on State between Puget and Tullis.

Even though land owners and developers could have built larger more modern structures they chose not to. Making the zoning and development standards clearly consistent with what the market has already told us works is not restrictive or anti-development. It just makes good sense.

If we do not make these changes, the most likely result will be a scattering of Tanasse buildings -- too few to make any difference to density -- just enough to ruin the aesthetics of the neighborhood and the gateway to downtown.

What makes it all worse is that if in fact the area were to build out at the maximum density currently allowed it would have the further adverse impact of absorbing downtown development and hasten the decay of its core.

Karen Kenneson

From: Sherri Goulet <shardon@comcast.net>
Sent: Tuesday, August 05, 2014 4:16 PM
To: ImagineOlympia
Subject: Comp Plan comments

Comments on Comp Plan

Sherri Goulet
3516 Pifer Rd SE
Olympia, WA 98501

- 1) **Urban corridors.** We should accommodate population growth in the dense nodes, **not** in urban corridors. The urban corridors provide easy opportunities for developers to develop outside the dense nodes, undermining our interest in downtown development. The urban corridors compromise view protection and the neighborhood character of adjoining neighborhoods.
- 2) **Put zoning back into the Comp Plan**, so that zoning changes are handled as Comp Plan amendments. The ability of developers and staff to initiate zoning changes anywhere, anytime will be hard for citizens to know about and keep up with.
- 3) **Comp Plan needs content related to retaining, acquiring, and enhancing open areas** to provide/ensure wildlife habitat and other natural features.
- 4) **No visual depictions** of what the land use policies would/ could actually produce. The community and the Planning Commission have asked for this repeatedly. **The community needs to see what the urban corridors would look like** if built out to the fullest permitted by the Plan's policies. Asking the public to comment, and then closing the comment period, before such visuals are available is another process failure.
- 5) **Plan lacks measurable goals.** Language is squishy and everything is "flexible".
- 6) **Subarea plans, when developed, should be constrained by the physical capabilities to support growth**—for example, topography, subsurface materials, sea level rise.

Karen Kenneson

From: Stacey Ray
Sent: Tuesday, August 05, 2014 4:26 PM
To: Leonard Bauer; ImagineOlympia
Cc: Nancy Lenzi
Subject: FW: Thurston County Chamber of Commerce Draft Comprehensive Plan Update
Attachments: Thurston County Chamber of Commerce - Draft Comprehensive Plan Update.pdf

Stacey Ray, Associate Planner
Community Planning and Development
City of Olympia WA | PO Box 1967 | Olympia WA 98507-1967
360-753-8046
sray@ci.olympia.wa.us

From: Darren Nienaber
Sent: Tuesday, August 05, 2014 3:11 PM
To: Todd Stamm; Amy Buckler
Cc: Keith Stahley; Stacey Ray
Subject: FW: Thurston County Chamber of Commerce Draft Comprehensive Plan Update

From: Rae Charlton [<mailto:rcharlton@phillipsburgesslaw.com>]
Sent: Tuesday, August 05, 2014 2:08 PM
To: CityCouncil
Cc: Leonard Bauer; Darren Nienaber; dschaffert@thurstonchamber.com; Heather Burgess
Subject: Thurston County Chamber of Commerce Draft Comprehensive Plan Update

Good afternoon:

On behalf of Heather Burgess, attached please find the Thurston County Chamber of Commerce draft Comprehensive Plan update. If you have any questions, please do not hesitate to contact Ms. Burgess. Thank you.

Rae Charlton

Legal Assistant | Phillips Burgess PLLC
Olympia: 360-742-3500 | 724 Columbia St. NW Suite 140 | Olympia WA 98501
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August 5, 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: Thurston County Chamber of Commerce Comments
July 1, 2014 City Council Draft Comprehensive Plan Update**

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

This firm represents the Thurston County Chamber of Commerce (the "Chamber"). The Chamber has over 1,400 member businesses, including several businesses that are located or do business in the City of Olympia. The Chamber works to create a positive climate for businesses to succeed in Thurston County, and the Chamber's engagement in community planning efforts, such as the City's Comprehensive Plan update, is a vital part of the Chamber's mission.

With that in mind, we appreciate the opportunity to provide the below detailed comments on behalf of the Chamber on the City's draft Comprehensive Plan. Our comments are organized by plan element to facilitate the City's review and consideration of the Chamber's suggested revisions.

PUBLIC PARTICIPATION ELEMENT

The Chamber suggests the following revisions to the Public Participation element of the draft Comprehensive Plan:

PP 3.3 Give citizens, neighborhoods, and other interested parties opportunities to get involved early in land-use decision-making processes. Encourage ~~or require~~ applicants to conduct public

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information sessions regarding project proposals and meet with affected interested community members. and organizations.

PP 5.5 Encourage collaboration between neighborhoods, and City representatives, and property owners in the sub-area planning process.

The Chamber supports the sub-area planning processes in PP 5.2 through PP 5.5 as a means to create greater certainty and predictability for development within the City and as part of Comprehensive Plan implementation strategy.

Public Participation Policy Issues Considered by City Council

Action Plan Process

Council chose neither the Planning Commission language nor the City Manager's recommended alternative in the draft. The Chamber supports the Council draft language; however, in order to be more inclusive, we recommend expanding collaborative language to include impacted property owners and the business community to ensure implementation strategies reflect market realities, as follows:

PP 1.1 Develop a strategy to implement the Comprehensive Plan goals and policies. Collaborate with partners, including City Advisory Committees and Commissions, neighborhoods, property owners, the business community, and other stakeholders community groups, so that the strategy reflects community priorities and actions, while remaining realistic and achievable.

NATURAL ENVIRONMENT ELEMENT

The Chamber suggests the following revisions to the Natural Environment element of the draft Comprehensive Plan:

PN 1.5 ~~Preserve the~~ Encourage retention of existing topography ~~on a portion of a~~ in the design of new development site; integrate existing site contours into the project design ~~and minimize use of grading and other large scale land disturbances~~ as site conditions permit.

Comment: Not all sites can retain existing topography as a practical, design, structural, or aesthetic matter. The Comprehensive Plan can encourage this practice, but should not inflexibly mandate it.

PN 1.7 Delete.

Comment: Development on steep slopes and marine bluffs already falls within critical areas regulation. This provision is unnecessary, superfluous, and could conflict with Growth Management Act ("GMA") critical areas definitions and requirements. The term "hillside" is vague and undefined. If considered for adoption, qualifying language should be added to distinguish between "hillside" and defined critical areas, as well as to account for differentiation in site uses and topography by providing additional flexibility based on site conditions (see comment to PN 1.5).

PN 1.8 Delete.

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Comment: The “full mitigation” language of this provision conflicts with limits on City authority under RCW 82.02.020. This statute only allows the City to impose conditions on development to mitigate impacts that are “reasonably necessary as a direct result” of that development. These conditions may or may not be what could be viewed as “full mitigation” or project impacts. The SEPA review process combined with existing critical area regulations should adequately address impacts to all other environmentally sensitive areas without additional policy statements being included in the Comprehensive Plan.

PN 4.4 Support policy decisions that call for the process for determining a balanced and sustainable approach to the management of retention and management of Capitol Lake and its associated infrastructure. Recognize Capitol Lake as a long-standing community asset and gathering place for Olympians and visitors alike. ~~participate when the opportunity is available as a party with significant interest in the outcome.~~

PN 5.4 Delete.

Comment: This provision is unnecessary and superfluous. Stormwater regulations required as a matter of state law address prevention and treatment requirements, and existing laws prohibit discharges that would or could cause contamination.

PN 5.6 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on best scientific information available and the level of risk to the extent allowed by law. ~~Require restoration of areas that have been degraded.~~

Comment: Limitations and prohibitions on property development are subject to reasonable use and other legal limitations to avoid takings under the federal and state Constitutions. In addition, the City cannot lawfully require restoration of already degraded areas in conjunction with development or land uses. See, e.g., Swinomish Indian Tribal Cmty. v. W. Washington Growth Mgmt. Hearings Bd., 161 Wn. 2d 415, 429-30, 166 P.3d 1198, 1206 (2007). This provision could be deleted in its entirety, as both critical areas and health regulations currently address and regulate wellhead protection.

PN 6.1 ~~Restore and manage~~ Encourage restoration and use of native vegetation next to streams, ~~with an emphasis on native vegetation,~~ to greatly improve or to provide new fish and wildlife habitat.

Comment: See comment to 5.6 above. The City cannot lawfully require restoration as a condition of development under the GMA. To the extent restoration is appropriate or lawful, the term “greatly” is vague and difficult to quantify and should be removed. Finally, as a practical matter, streams, fish, and wildlife habitat are all subject to critical areas regulation under the GMA, making the policy superfluous.

PN 6.6 Preserve and ~~restore the~~ encourage restoration of the aquatic habitat of Budd Inlet and other local marine waters.

Comment: See comments to 5.6 and 6.1 above.

LAND USE AND URBAN DESIGN ELEMENT

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The Chamber suggests the following revisions to the Land Use and Urban Design element of the draft Comprehensive Plan:

PL 1.5 Require new development to meet appropriate minimum standards, such as landscaping and design guidelines, stormwater and engineering standards, and buildings codes, ~~and address risks, such as geologically hazardous areas; and. require~~ Provide incentives to encourage existing development to be gradually improved to such standards.

Comment: The GMA requires the City to designate and protect geologically hazardous areas in its critical area regulations without this policy statement. See RCW 36.70A.060 and 030(5). In addition, the City has limited power to mandate that existing development comply with newly adopted standards. To better achieve the City's apparent policy objective, the City should consider providing incentives to encourage compliance with new standards.

PL 1.8 Buffer incompatible industrial, commercial and residential uses ~~by requiring~~ through use of landscaped buffers or transitional uses, such as plazas, offices, or heavily landscaped parking; use natural buffers where possible and ~~require~~ encourage clustering where ~~warranted~~ appropriate and feasible.

PL 1.9 Require direct and convenient pedestrian access to commercial and public buildings from streets, bus stops and parking lots where feasible, and encourage sheltered seating and other uses of vacant sections of the street edge.

PL 1.10 In pedestrian-oriented commercial areas, ~~require~~ encourage sidewalk awnings or other weather protection on new and substantially remodeled buildings.

PL 1.11 ~~Require~~ Encourage businesses along transit routes to accommodate transit use by ~~including orienting~~ building entrances near bus stops ~~or and incorporating~~ other features such as transit shelters or on-site bus access. Develop incentives for developers and property owners to include transit-oriented features beyond what can be legally required as a condition of development.

PL 1.13 Require new, and encourage existing, businesses to provide bicycle parking where appropriate and feasible.

PL 6.3 Require commercial and residential buildings to face the street or a courtyard or other common area where practical and feasible.

PL 6.9 ~~Require~~ Adopt design standards and incentives to encourage ~~that~~ buildings complement and enhance their surroundings, appeal to and support pedestrian activities, and facilitate transit use.

PL 11.8 ~~Prohibit~~ Discourage development of new and expanded commercial 'strips;' and ~~allow~~ encourage conversion of such existing uses to a multi-use development with greater depth and integration of residential units.

PL 12.4 and 12.5 Delete both policies as drafted and replace with a single policy as follows: "Adopt development regulations and design standards to ensure compatibility of commercial uses and public facilities with adjoining residential districts."

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PL 12.9 ~~Require a form of~~ Encourage parking design that retains aesthetics and minimizes pedestrian barriers and inconvenience by including screening along streets and residential areas ~~and locates; limits parking lots to one contiguous acre; and locates them at the~~ parking at the rear of buildings, or, if the rear is not possible, then on the side, but with minimal street frontage if practical and feasible to do so.

PL 16.9 ~~In all residential areas, allow~~ To encourage infill development and redevelopment, allow small cottages, and townhouses, and one-accessory housing units in all residential areas. ~~per home—all subject to siting, design and parking requirements that ensure neighborhood character is maintained.~~

PL 16.11 Delete. The specific designation of areas or streets suitable for multi-family housing is a zoning matter that should be determined as part of the City's current and future land use map.

PL 18.2 ~~Require that~~ Encourage downtown development to provide active spaces, adequate sunlight and air flow and minimize 'blank' walls at street level.

PL 18.3 ~~Require~~ Encourage development designs that favor pedestrians over cars by including awnings and rain protection where feasible and practical that blend with historic architecture, create interest, and minimize security and safety risks; incentivize development designs ~~should~~ that also foster cultural events, entertainment, and tourism.

PL 18.5 Design streets with landscaping, wide sidewalks, underground utilities, and a coordinated pattern of unifying detail that also consider limitations of available right-of-way and incorporate low-impact and sustainable design features.

PL 20.1 ~~Require development in~~ Adopt design standards for established neighborhoods ~~to be of~~ a that considers type, scale, orientation and design ~~that maintains or improves the~~ consistent with the character, aesthetic quality, and livability of the neighborhood while achieving densities and uses consistent with City planning requirements.

PL 20.2 Delete. Conversion of existing residential units in mixed use zones should be permitted consistent with current zoning requirements.

PL 20.5 ~~Prevent~~ Discourage physical barriers from isolating and separating new developments from existing developments through use of connected streets and other urban design features.

PL 22.2 Identify, protect and maintain trees with historic significance ~~or other value~~ to the community or specific neighborhoods to the extent it is practical and safe to do so.

Comment: The Comprehensive Plan should not include absolute mandates that deprive the City and property owners of the ability to consider site-specific conditions and provide flexibility in later-adopted development regulations and standards based on market demand. The above suggested revisions are designed to incorporate flexibility for site-specific characteristics and changes market conditions that will occur over the life of the plan. In addition, as a public policy matter, the Chamber believes that the City should make greater use of incentives rather than mandates or requirements to meet its planning objectives. The Chamber's suggested revisions include examples of this contrasting approach.

Land Use and Design Policy Issues Considered by City Council

Re-Zoning Criteria for Low Density Neighborhoods and Land Use Designation

The Chamber supports language in the introduction to the Land Use and Urban Design element of the draft Comprehensive Plan providing parameters for rezone criteria to be later adopted as part of City code. The Chamber also supports the proposed aggregation of the existing 34 land use districts into 15 categories so that routine requests for rezones do not also require a comprehensive plan amendment, as is currently the case. As City staff has observed, rezones would still need to meet specified code criteria, including public process, and would not be automatically granted.

High Density Neighborhoods Minimum Density Requirement

The Chamber recommends that the Council adopt the City Manager's recommendation to set a goal of at least 25 dwelling units per acre for High Density Neighborhoods rather than mandating this density, which the market does currently support (*see* Feb. 25, 2014 memo at 6-7). The Council should include incentives to encourage development that meets target densities of 25 dwelling units per acre, while retaining flexibility for other development to occur consistent with market demand down to 15 units per acre. As discussed below, the Council should also eliminate provisions subjecting High Density Neighborhoods to "Height and View Protection Goals and Policies" set out in PL 8.2-8.5, as these policies will effectively preclude development in downtown areas at the heights necessary to achieve target densities.

Urban Corridors

The Planning Commission draft removed sections of Urban Corridor along Capitol Boulevard south of I-5 and reduced the width of Urban Corridors on East 4th and State Avenues and Harrison Avenue from about ¼ mile to about one-lot deep. The City Manager recommended retaining the existing half-mile width (1/4 acre on each side) for high-density use, with commercial designations along the main street and target densities of 7 units per acre for the remainder, and supported the exclusion of Capitol Boulevard based on neighborhood opposition (*see* Feb. 25, 2014 memo at 7). The City Council adopted the Planning Commission recommendation in directing changes to the Future Land Use Map, but did not modify the ¼ mile language found in the associated description of Urban Corridors elsewhere in the draft.

The Chamber believes that the City should honor its long-standing commitment to regional Urban Corridor planning by maintaining high density uses within the existing total half-mile width of the Urban Corridors along Harrison, Fourth, and State. In addition, the Chamber believes that the City should reconsider the exclusion of Capitol Way from Urban Corridor designation, as the exclusion was not based on its suitability as an Urban Corridor, but instead on neighborhood opposition to growth and development that would result. Rather than excluding or limiting development along Urban Corridors, which will make the future vision of the corridors impossible to achieve, the City should adopt design standards and use other tools to mitigate impacts on surrounding neighborhoods, particularly in the Capitol and other historic districts.

Design Review Jurisdiction

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The City's current design review process is limited to specific areas and types of projects. The Planning Commission draft recommended extending design review to all residential and commercial development, regardless of location. In response, the City Manager recommended eliminating all residential design review due to increased costs to the City and applicant and delay in review of single-family projects. (*See* Feb. 25, 2014 memo at 8).

The City Council draft does not require design review for all residential projects, but adds categories for "highly visible, non-residential development", all multi-family development and manufactured housing parks, and single-family homes on lots smaller than 5,000 SF in pre-1940 neighborhoods. This is a significant and costly expansion of existing design review jurisdiction, triggering the same concerns identified in the City Manager's original recommendations. Moreover, the addition of the small lot review together with PL 6.2 requiring maintenance of neighborhood character creates disincentives for redevelopment and infill that other portions of the draft Comprehensive Plan purport to encourage. The City should eliminate residential design review provisions other than for designated historic properties and districts and address campus and public facilities as an extension of commercial and mixed use provisions, rather than creating a confusing new category of "highly visible" development. In addition, it is unclear why master planned developments are included, as design standards for Urban/Neighborhood Villages (master planned communities) are City-approved as part of the master plan adoption process pursuant to existing City ordinances, thus subsequent design review is redundant and unnecessary. *See* OMC 18.05 (specifying building design standards for such projects).

Consistent with these comments, the Chamber suggests the following revisions:

PL 6.1 Establish a design review process for:

- Commercial, mixed use, and publicly owned or developed facilities adjacent to or directly visible from freeways and public streets;
- ~~Other highly visible, non-residential development, such as the Port of Olympia, campus developments, and master planned developments;~~
- ~~Multi-family residential development and manufactured housing parks;~~
- ~~Detached homes on smaller lots (less than 5,000 square feet) and in older neighborhoods (pre-1940); and~~
- Properties listed on a Historic Register or located within a designated historic district.

PL 6.2 The design review process should ~~recognize~~ consider differences in ~~the city with the objective of maintaining or improving the~~ neighborhood character in the City and livability of each area or neighborhood.

View Protection Goals and Policies

The draft Comprehensive Plan contains numerous provisions related to the protection of "landmark views and observation points," with PL 8.1 through PL 8.5 setting out the bulk of the Comprehensive Plan's policies regarding views. These provisions state that the City intends to implement public processes to identify important views and observation points, PL 8.1, and that the City plans to utilize "visualization tools" to identify sightlines between views and observation points. PL 8.2 Despite the identification of this future process, the Comprehensive

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Plan also goes on to identify a broad - and vaguely defined - list of potential views and observation points that “may” be included at the culmination of this future public process. PL 8.5 would also set “absolute maximum building heights” in areas impacted by identified views and observation points.

As a practical matter, the Chamber believes it is impossible for the City to meet its stated density targets within Olympia’s downtown core if the Council adopts the expansive list of views and observation points for protection set out in PL 8.5 combined with an absolute height limit to protect them. Indeed, such an approach is internally inconsistent with other policies in the draft Comprehensive Plan, which call for increased height to encourage downtown residential and commercial development and maximum densities that would require use of multi-story buildings. *See* PL 17.3 and “High Density Neighborhood” discussion. The GMA requires the City’s Comprehensive Plan to be internally consistent. *See* RCW 36.70A.070.

In addition, the Chamber does not believe that the City should adopt a broad list of potential views and observation points prior to completing the public process called for in PL 8.1. Identifying views that “may” be protected will create confusion in the interim and establish expectations around views and observation points that may, or may not, be ultimately protected. In addition, the Chamber believes that future City public process surrounding view protection must also consider legal limitations on the City’s ability to restrict development of private property based on view impacts in the absence of express statutory authority such as the Shoreline Management Act, or limitations imposed by other legally binding instruments, such as covenants or view easements. *See, e.g. Collinson v. John L. Scott, Inc.*, 55 Wn. App. 481, 488, 778 P.2d 534, 538 (1989) (discussing limitations on rights of adjacent property owners in the absence of express easements).

Based on these concerns, the Chamber encourages the City Council to delete policies PL 8.1 through 8.5 as written and replace them with a single policy statement calling for a public process to identify and preserve landmark views and observation points, as the City Manager originally suggested. (*See* Feb. 25, 2014 memo at 9). For the same reasons, the phrase “retain scenic views” should also be deleted from PL 12.2 addressing establishment of maximum building heights, and the reference to “building skyline and views” should be deleted from PL 17.1.

Urban Green Space and Tree Canopy

Policies PL 7.1 through 7.5 of the draft Comprehensive Plan contain mandates to provide urban green spaces and to establish a “maximum distance” to urban green spaces for everyone in the community. It appears impossible for the City to accommodate 20,000 new residents over the next 20 years and maintain a specific ratio of “urban green space” in the immediate vicinity of every individual neighborhood. As the City Manager has noted, approximately 25% of the City is currently considered “urban green space” in the form of parks, critical areas, and privately owned open spaces. In addition, the City currently provides 11.62 acres of public open space for every 1,000 residents in addition to 200 acres of parks. (*See* Feb. 25, 2014 memo at 9).

The Chamber believes that the policies requiring mandatory ratios and maximum distances to “urban green space” in the draft Comprehensive Plan are unworkable, unachievable, and

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inconsistent with the City's obligation under GMA to plan for and accommodate future growth. Accordingly, the Chamber recommends deleting 7.2 and 7.3 in their entirety. The City should also adopt the City Manager's proposed revision to PL 7.4, "Increase the availability of urban green space throughout the community," in lieu of the draft language of PL 7.4 requiring an increase in green space proportionate to increased population of each neighborhood. (See Feb. 25, 2014 memo at 9).

TRANSPORTATION ELEMENT

The Chamber suggests the following revisions to the Transportation Element of the draft Comprehensive Plan:

PT 7.4 ~~No street will exceed~~ Streets should generally not exceed the width of five general purpose lanes....

PT 17.5 ~~Require~~ Encourage or incentivize developers to provide facilities that will help transit riders to 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 Delete and replace with the following: "Require incorporation of awnings and other design features designed to protect pedestrians from 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."

Comment: The Comprehensive Plan should not include absolute mandates that deprive the City and property owners of the ability to consider site-specific conditions and provide flexibility in later-adopted development regulations and standards based on market demand. The above suggested revisions are designed to incorporate flexibility for site-specific characteristics and changes market conditions that will occur over the life of the plan. In addition, as a public policy matter, the Chamber believes that the City should make greater use of incentives rather than mandates or requirements to meet its planning objectives. The Chamber's suggested revisions include examples of this contrasting approach.

Transportation Policy Issues Considered by City Council

Speed Limits

The Chamber supports PT 1.3 as written in the Council Draft, which adopted the City Manager's recommended revision.

Street Connectivity

The Chamber agrees with City staff's assessment that the City has not been successful in achieving the vision of "connected streets" as set out in the City's current Comprehensive Plan. However, the Chamber believes that a significant reason for this lack of success has been successful neighborhood opposition to individual street connections when proposed in

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conjunction with specific development projects. Sanctioning this neighborhood-by-neighborhood approach, the Planning Commission proposed adding policy PT 4.2,1 requiring detailed evaluation of all connections, with neighborhood involvement. The City staff recommended a modified version of this analysis to be required only when street connections were “opposed,” citing undermining of the City’s overall value of connected streets and the burden on City staff created by the Planning Commission approach.

The Council draft language of PT 4.21 adopts a modified version of the Planning Commission draft language, and calls for individualized analysis to be performed at the time of development for all new connections to “existing residential neighborhoods.” As drafted, PT 4.21 would require “determine whether or not to construct the street connection for motor vehicle traffic” and seemingly allow some connections for more limited purposes, such as emergency vehicle access, pedestrians, or bicycles. The policy would also require that “affected neighborhoods and other [unidentified] stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures.”

The Chamber recommends that the Council eliminate new policy PT 4.21 from the Comprehensive Plan, for the following reason:

1. The policy is internally inconsistent. On the one hand, PT 4.21 states that the City should “pursue street connections because a well-connected street system improves the safety and efficiency for all modes of travel.” However, the remainder of the policy provides a method to deviate from that policy and create only limited connections.
2. The policy is inconsistent with other transportation policies in the draft Comprehensive Plan. The Growth Management Act (“GMA”) requires that the Comprehensive Plan be an “internally consistent document.” *See* RCW 36.70A.070. However, the draft Comprehensive Plan carries forward numerous other policies calling for connected streets that are flatly inconsistent with PT 4.21, including the following:
 - PT 4.1 – Connect streets in a grid like pattern...
 - PT 4.2 – Build new street connections to reduce travel time and distances for all users of the street system.
 - PT 4.4 – Build new street connections so that motor-vehicle trips are shorter, save fuel, cut travel time, and reduce pollution.
 - PT 4.5 – Build new street connections so that the grid provides other routes if an emergency or major construction blocks travel.
 - PT 4.6 – Build new street connections so that emergency vehicles, transit, and other service vehicles have direct and efficient access.
 - PT 4.9 – Seek public and private funding to construct street connections in the network.
 - PT 4.10 – Require new developments to connect to the existing street network and provide for future street connections to ensure the gridded street system is current with development.

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- PT 4.14 – Build a dense grid of local access and collector streets to provide motorists with multiple ways to enter and exist neighborhoods instead of using arterial streets for trips within the neighborhood.
 - PT 4.18 – Plan and identify street connections in undeveloped areas to ensure they are eventually connected.
 - PT 8.5 – Construct complete streets and maintain an urban form that is human scale, when widening is necessary.
3. The policy adds substantial cost, delay, and uncertainty. As proposed, the analysis in PT 4.21 would add substantial additional cost, burden, and potential delay to development projects, which would bear the burden of performing individualized analysis of street connections called for in future City street plans. As the City Manager’s analysis pointed out, this cost and burden will also extend to City staff charged with reviewing and coordinating the required analysis. Perhaps more importantly, the City’s proposed approach creates substantial uncertainty for future planning and development, as there is seemingly no way to predict which streets will ultimately be built to accommodate traffic.
 4. The policy is unnecessary. The analysis in PT 4.21 is unnecessary, as neighborhood impacts are adequately addressed through the State Environmental Policy Act (“SEPA”) review process, City engineering standards, and other policies in the Comprehensive Plan (i.e., PT 4.20 calling for use of traffic-calming devices to connect new streets, PT 15.1 addressing street design, and PT 21.3 retrofitting local access streets with sidewalks).
 5. The policy creates neighborhood “veto” power over new growth and development. As drafted, PT 4.21 mandates neighborhood input on proposed street connections and associated mitigation measures, thereby providing neighborhoods and others opposed to growth with an effective “veto” power over connections necessary to meet transportation concurrency standards to serve new development. This neighborhood “veto” power will impair the City’s ability to accommodate up to 20,000 additional residents that the City is required to plan for over the next twenty years.

Overall, the Chamber believes that analysis of the impact of connected streets on residential neighborhoods should not be done on an ad hoc, project-by-project basis, or at the cost of the property owner or project proponent. Instead, if required, the City should perform the analysis set out PT 4.21 prior to developing its designated future street connections as part of master plans, sub-area plans, and capital facilities programs. As part of this process, the City can assess the impact of street connections on existing residential neighborhoods, and may choose to limit access associated with some connections. However, once the City plans for a future connection to be completed through the planning process, the City or project proponent should be able to construct the connection together with appropriate mitigation and traffic calming measures, but without having to complete individualized analysis of whether the street connection should be made at all.

Connection of Park Drive SW (Appendix A to Transportation Element)

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The draft adopts the recommended Planning Commission language allowing “consideration” of a future connection of Park Drive to Kaiser Road, and limiting that connection to bicycles, pedestrians, and emergency vehicles. The Chamber supports the City Manager’s recommendation and associated reasoning calling for Park Drive to be a full-street connection providing access also including motor vehicles, and recommends that the Council replace the current Draft policy with the City Manager’s suggested text. (See Feb. 25, 2014 memo at 3). As drafted, this policy is not internally consistent with connected street policies in the draft Comprehensive Plan, as GMA requires. See RCW 36.70A.070.

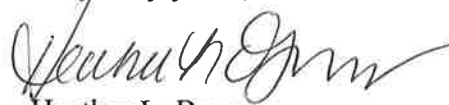
Alleys

The Chamber supports the City Manager’s recommendation and associated reasoning encouraging, but not requiring, alleys due to cost of maintenance and addition to impervious surface for stormwater runoff. Accordingly, the Chamber recommends that the Council replace the draft policies in PT 3.4 and PT 3.5 with the City Manager’s suggested text for these provisions. (See Feb. 25, 2014 memo at 4). If the Council chooses to retain PT 3.4 and 3.5 as drafted, then the Chamber suggests that PT 3.6 be deleted and replaced with the following:

“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.”

We appreciate the Council’s consideration of the Chamber’s comments, and look forward to working with the City as it completes the Comprehensive Plan update process.

Very truly yours,



Heather L. Burgess

HLB/rac

cc: Leonard Bauer, Deputy Director, Community Planning and Development, City of Olympia (via email: lbauer@ci.olympia.wa.us)

Darren Nienaber, Deputy City Attorney, City of Olympia (via email: dnienabe@ci.olympia.wa.us)

David Schaffert, President/CEO, Thurston County Chamber (via email: DSchaffert@thurstonchamber.com)

Karen Kenneson

From: Stuart drebick <adroitci@comcast.net>
Sent: Tuesday, August 05, 2014 3:58 PM
To: ImagineOlympia
Cc: adroitci@comcast.net
Subject: testimony for comp plan changes
Attachments: PUBLIC HEARING OLY COMP PLAN 7.docx

Attached is my testimony. Please make changes accordingly.

Thanks,
Stuart

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8/4/2014

Olympia Comprehensive plan Input

I have now read the entire document and below are comments questions and concerns it raised.

Generally it is a conflicting document when it comes to development. A section will say we must plan for growth management and then elsewhere put up roadblocks to allowing it to happen, especially where you say you want it to happen, in the urban areas.

It has way too many REQUIRED, MUST, SHALL, WILL'S in this plan. Those are code words not planning words, and therefore should be in the OMC and the development standards, not in the vision statement for Olympia. Someone should search the document and see how many of these there are. I can't on the online version.

Parking: Parking lots for car commuters will be located on the edges of downtown, hidden from view by offices and storefronts. Variable pricing of street meters and off-street lots will ensure that parking is available for workers, shoppers and visitors. Short and long-term bike parking will be conveniently located. Throughout town, streets will provide room for both bike lanes and parking, and will be designed to slow traffic.

This does not encourage development in downtown and I think will drive some away. Slowing traffic is not good policy. SOLUTION - ENCOURAGE BIKES AND WALKING BUT DO NOT SLOW TRAFFIC

PP3.3 Give citizens, neighborhoods, and other interested parties opportunities to get involved early in land use decision-making processes. Encourage or require applicants to meet with affected community members and organizations.

There needs to be clear development guidelines to a public process for every development or little to nothing will get built. SOLUTION - OMC SHOULD DICTATE WHAT IS ACCEPTABLE AND IT SHOULD NOT BE UP TO THE NEIGHBORS, ON A DEVELOPMENT BY DEVELOPMENT BASIS.

PP5.2 Encourage wide participation in the development and implementation of sub-area plans.

Woba was instrumental in getting sub area planning included, but it has been hi jacked and become neighborhood planning. We are very interested to see where current process goes.

PP7.10 Require that all fees and charges be paid or payment arrangements be made *prior* to annexation. Property owners within an annexing area may be required to assume a share of the city's bonded indebtedness.

So if you annex you have to pay off the cities mortgage.

PN 1.5 Preserve the existing topography on a portion of a new development site; integrate existing site contours into the project design and minimize the use of grading and other large-scale land disturbances.

What is not built on now is typically not flat ground. If density and connected gridded streets are desired, as stated elsewhere in this plan there has to be a balance.

PN1.12 Require development to mitigate impacts and avoid future costs, by incorporating timely measures, such as the clean-up of prior contamination as new development and redevelopment occurs.

THIS WILL MAKE IT UNFEASIBLE TO DEVELOP MOST OF DOWNTOWN. THE CITY SPENT 7 million CLEANING UP ONE BLOCK. YOU HAVE ALL THE TAX PAYERS TO PAY THE BILL, THE PRIVATE SECTOR DOES NOT. SOLUTION – PE4.6 IDENTIFYING WHAT CONTAMINATION AND WHERE IT IS WOULD GREATLY HELP DEVELOPMENT DOWNTOWN.

PN2.3 Identify, remove, and prevent the use and spread of invasive plants and wildlife.

PN2.6 Conserve and restore wildlife habitat as a series of separate pieces of land, in addition to existing corridors.

PN5.3 Retrofit existing infrastructure for stormwater treatment in areas with little or no treatment.

WHO PAYS FOR THIS?

PN3.3 Preserve existing mature, healthy, and safe trees first to meet site design requirements on new development, redevelopment and city improvement projects.

MAKING THIS A REQUIREMENT AS OPPOSED TO ENCOURAGING WILL NOT CREATE THE DENSITY YOU WANT. SOLUTION – REMOVE THE WORD FIRST

PN6.5 Retain and restore floodways in a natural condition.

PN6.6 Preserve and restore the aquatic habitat of Budd Inlet and other local marine waters.

IT WOULD APPEAR THIS IS WRITTEN TO HAVE CAPITAL LAKE BE AN ESTUARY. SOLUTION - THIS DOCUMENT IS NOT WHERE THAT DECISION SHOULD BE MADE.

PN 8.1 Participate with local and state partners in the development of a regional climate action plan aimed at reducing greenhouse gases by 25 percent of 1990 levels by 2020, 45 percent of 1990 levels by 2035 and 80 percent of 1990 levels by 2050.

HOW DO WE COMPARE TODAY? HOW CAN WE POSSIBLY GET TO 25% BETTER THAN 24 YEARS AGO IN 6 YEARS. WE HAVE INCREASED POPULATION BY 50% IN THAT TIME FRAME. THIS IS A VISION NOT A POLICY DOCUMENT. SOLUTION – REMOVE THE SPECIFICS

Our community seeks to:

- Encourage development in urban areas where public services and facilities are already present.
- Establish land use patterns that ensure residential densities sufficient to accommodate 20-years of population growth. urban development and facility extension outward from the downtown area.
- Establish land use patterns that ensure residential densities sufficient to accommodate 20-years of population growth.

What about the WESTSIDE?

Many things in this plan do not encourage the 3rd bullet.

PL1.12 Encourage major commercial projects to include display windows, small shops with separate entrances, and plazas with seating and other well-landscaped gathering spaces.

TOO DETAILED FOR COMP PLAN. SOLUTION – THIS IS BETTER ADDRESSED IN THE OMC OR DESIGN STANDARDS.

Land Use Patterns and Building Forms Determine Whether Energy is Used Efficiently

The primary residential use of energy is for space-heating. Thus, strengthening building code requirements for energy efficiency is an effective way to reduce energy consumption. When combined with appropriate insulation levels, solar energy can meet half the heating needs of a home in Olympia. Effective layout of subdivisions that allow for solar access and protection from winter winds can help, as can public education on energy conservation.

NOT SURE HOW THE CITY WOULD STRENGTHEN BUILDING CODES? CURRENT VERSIONS OF I CODES ARE EXTREMELY ENERGY EFFICIENT. THE CURRENT CODE IS CLOSE TO WHAT WAS THE GREEN STANDARD PRIOR TO ADOPTION. SOLUTION - FINDING A FUNDING METHOD TO RETROFIT EXISTING HOUSES IS WHERE ENERGY CAN BE SAVED.

PL6.1 Establish a design review process for:

- Commercial and **mixed use** development adjacent to freeways and public streets
- Other highly-visible, non-residential development, such as the Port of Olympia, campus developments, and master planned developments
- Multifamily residential development and manufactured housing parks
- Detached homes on smaller lots (less than 5,000 square feet) and in older neighborhoods (pre-1940)
- Properties listed on a **Historic Register** or located within a designated historic district

THIS BASICALLY MAKES EVERYTHING IN THE CITY SUBJECT TO DESIGN REVIEW. WHERE WILL THE CITY GET THE RESOURCES TO DO IT? IT IS A HUGE EXPENSE AND BURDEN UPON THE BUILDERS AND USERS. I DO NOT THINK THE CITY HAS THIS POWER OVER THE PORT. SOLUTION - LEAVE YOUR DESIGN REVIEW THE WAY IT IS.

PL6.3 Require commercial and residential buildings to face the street or a courtyard or other common area.

6.5 Ensure that parking areas do not dominate street frontages or interrupt pedestrian routes, and that they are screened from single-family housing.

THESE ARE CODE ISSUES NOT COMP PLAN ISSUES.

PL6.9 Require that buildings complement and enhance their surroundings, appeal to and support pedestrian activities, and facilitate transit use.

ENHANCE IS A VERY SUBJECTIVE TERM. REQUIRE IS A CODE WORD NOT A VISIONING WORD. SOLUTION - THIS IS A OMC OR DEV. STANDARDS ISSUE.

PL6.12 Separate incompatible land uses and activities with treed areas, including buffering residential areas from major streets and freeways.

THIS WILL DECREASE DENSITIES. IT IS IN GREAT CONFLICT ON YOUR URBAN CORRIDORS. THINK OF HARRISON AVE. THIS IS WRITTEN AS A SHALL. SOLUTION - SOFTEN THE LANGUAGE TO ENCOURAGE WHERE PRACTICAL.

PL7.4 Increase the area of urban green space and tree canopy within each neighborhood proportionate to increased population in that neighborhood.

CURRENTLY 25% OF CITY IS GREEN SPACE. TO INCREASE AS POPULATION AND DENSITY INCREASE CONTRADICT EACH OTHER SOLUTION - PRESERVE WHAT EXISTS. 25% IS A LOT.

PL7.5 Establish urban green space between transportation corridors and adjacent areas.

CURRENTLY THIS WOULD HAVE TO HAPPEN MID BLOCK THE URBAN CORRIDOR IS NOT VERY DEEP IN MANY AREAS. ESPECIALLY HARRISON AND DIVISION. THIS IS SIMILAR TO PL6.12 ABOVE. SOLUTION - SOFTEN THE LANGUAGE TO ENCOURAGE WHERE PRACTICAL.

PL8.3 Prevent blockage of landmark views by limiting the heights of buildings or structures on the west and east Olympia ridge lines.

BLOCKING WHOSE VIEW? WHAT ABOUT PART WAY DOWN THE HILL?

PL8.4 Avoid height bonuses and incentives that interfere with landmark views.

PL8.5 Set absolute maximum building heights to preserve publicly-identified observation points and landmark views, which may include:

VIEWS ARE IMPORTANT. THIS LIST INCORPORATED INTO THE PUBLIC PROCESS WILL VEST PEOPLE TO PROTECT ALL OF THESE, WHICH CAN NOT HAPPEN AND HAVE ANY CHANCE OF DEVELOPMENT, OR REACHING THE DENSITIES REQUIRED TO GET 2,750 RESIDENTS INTO DOWNTOWN OLYMPIA.

35' IS A BAD NUMBER FOR ZONING REQUIREMENTS. IT WAS STATED AT A CAC MEETING THAT IT WAS ESTABLISHED BY THE HEIGHT OF AN EARLY 1900'S CITY OF NEW YORK FIRE DEPT. LADDEER. AT 35' YOU CAN NOT GET 3 STORIES FOR MOST TYPES OF CONSTRUCTION. MAKE IT 45' AND MOST YOU CAN. THAT 10' OF HEIGHT WILL INCREASE THE USABLE SQUARE FOOTAGE BY 50%. I WOULD BE HARD PRESSED TO TELL THE DIFFERENCE BETWEEN A 35' BUILDING AND A 45' BUILDING AND AT 6'5 I CANT SEE OVER EITHER. THE VIEW REQUIREMENTS DO NOT SPECIFY A MINIMUM HEIGHT BUT SHOULD. PROTECTING A GROUND LEVEL VIEW, childrens museum to capital lake IS NOT POSSIBLE WITH ANY HEIGHT OF BUILDING. SOLUTION – REMOVE THE LIST

PL13.5 Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of the urban corridors to the uses adjacent to the corridors; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.

VERY SUBJECTIVE. TO ENHANCE BOTH. SOLUTION - SOFTEN THE LANGUAGE TO ENCOURAGE WHERE PRACTICAL.

PL13.7 Designate different categories of corridors generally as follows:

- Areas nearest downtown along Harrison Avenue east of Division Street and the upper portions of the State Street/Fourth Avenue corridor to the intersection of Fourth Avenue and Pacific Avenue should blend travel modes with priority for pedestrian, bicycle and transit systems. These areas should provide for a mix of low-intensity professional offices, commercial uses and multifamily buildings forming a continuous and pedestrian-oriented edge along the arterial streets. There will be a 35 feet height limit if any portion of the building is within 100' from a single-family residential zone, provided that the City may establish an additional height bonus for residential development.

35' IS A BAD NUMBER. VERY MUCH OF THIS IS ADJACENT TO RESIDENTIAL AREAS WILL ELIMINATE USING SLOPED ROOFS COMPLETELY.

- The area along Harrison Avenue west from the vicinity of Division Street to Cooper Point Road - and the portions of Martin Way and Pacific Avenues from Lilly Road to the intersection of Fourth Avenue and Pacific Avenue - will transition away from cars being the primary transportation mode to a more walkable environment, where bicycling and transit are also encouraged. Redevelopment of the area will create more density and new buildings that gradually create a continuous street edge and more pedestrian-friendly streetscape.

THESE ARE THE GATEWAYS TO DOWNTOWN AND YOU ARE ENCOURAGING NOT DRIVING. I THOUGHT DOWNTOWN WAS A PRIORITY. DO YOU THINK EVERYBODY WILL PARK THEIR CAR SOMEWHERE AND TAKE BUSES DOWNTOWN? REALLY? THE AUTO AND CAPITAL MALLS ARE REGIONAL IN NATURE AND ARE THE CITIES CASH COW. THEY BRING PEOPLE HERE NOT ONLY FOR THEM BUT TO SHOP THE OTHER STORES. THINKING THEY WILL NOT DRIVE IS NOT REALISTIC.

- The outer portions of the urban corridors west of the vicinity of the Capital Mall and east of Lilly Road will primarily be accessed by motor vehicles with provisions for pedestrian and bicycle travel; gradual transition from existing suburban character is to form continuous pedestrian-friendly streetscapes, but more regulatory flexibility will be provided to acknowledge the existing suburban nature of these areas. (See Capital Mall special area below.)

Based on existing zoning and development patterns, the [Buildable Lands Report](#) indicates the area can accommodate almost 15,000 new housing units. In addition to large areas zoned for single-family development, almost 400 acres of vacant multi-family-and duplex zoned land is available. And, an additional 500 acres of vacant and partially-used commercial land can be redeveloped for new housing.

NOT SURE WHY PLANS REFERENCE 2010 BULDABLE LANDS REPORT WHEN A 2014 REPORT IS AVAIALABLE? ALSO SINCE THAT REPORT THE GOPHER LISTING OCCURRED WHICH WILL DRASTICALLY INFLUENCWE WHERE BUILDING OCCURS. SOLUTION – INCLUDE CURRENT REPORT AND FIND FUNDING TO ASSES IMPACT OF GOPHER LISTING ON THE REPORT.

Housing costs in the Olympia area rose rapidly from 1990 until the economic recession of 2008. In general the cost of owner-occupied housing rose more rapidly than income, while rents roughly corresponded to income changes. Those changing costs and availability of land for development, combined with public preferences, resulted in gradual changes in the area's ownership. While county-wide owner-occupancy rose from 65% to 68% between 1990 and 2010, owner-occupancy in the City declined from 52% to 50%. The type of housing structures being added to the housing stock has varied as a result of similar factors. As a result, multi-family housing county-wide increased gradually from about 16% in 1970 to about 22% by 2010. In the Olympia city limits multi-family structures provided 28% of the housing in 1970, and gradually increased to about 42% by 2010 as most new apartments were being built inside the urban areas.

THESE STATS SHOULD BE UPDATED. 2013 NUMBERS SHOULD BE AVAIALABLE. 2010 WAS A UNIQUE TIME. ARE THE TRENDS CONTINUING OR HAVE THEY GONE BACK TOWARDS HISTORIC NUMBERS? IN 2010 GETTING A SINGLE FAMILY LOAN WAS EXTREMELY HARD AND GETTING A SPEC CONSTRUCTION LOAN WAS IMPOSSIBLE. SOLUTION – UPDATE THE DATA AND REASSESS.

PL16.7 Allow single-family housing on small lots, but prohibit reduced setbacks abutting conventional lots.

THIS IS CONFUSING. A KEY FOR A SMALL LOT TO WORK IS TO HAVE MINIMUM SETBACKS. INFILL IS A MAJOR GOAL. YET IF A NEIGHBOR HAS ALREADY BUILT THEN SMALL LOTS WILL NOT WORK.

PL16.10 Require effective, but not unreasonably expensive, building designs and landscaping to blend multi-family housing into neighborhoods.

UNREASONABLE IS A VERY SUBJECTIVE TERM SOLUTION – THIS IS A OMC OR DEVELOPMENT STANDARD ISSUE

PL17.3 Through aggressive marketing and extra height, encourage intensive downtown residential and commercial development (at least 15 units and 25 employees per acre) sufficient to support frequent transit service.

WITH THE VIEW PROTECTION AS WRITTEN I DO NOT BELIEVE THE 25 UNITS PER ACRE IS ACHIEVABLE.

PL18.9 Limit building heights to accentuate, and retain selected public views of, the Capitol dome.

WHO SELECTS WHAT VIEWS FROM WHERE? IS THIS NOT REDUNDANT WITH PREVIOUS VIEW SECTION? SOLUTION MAKE PART OF THE VIEW PUBLIC PROCESS

PL20.2 Unless necessary for historic preservation, prohibit conversion of housing in residential areas to commercial use; instead, support redevelopment and rehabilitation of older neighborhoods to bolster stability and allow home occupations (except convalescent care) that do not degrade neighborhood appearance or livability, nor create traffic, noise or pollution problems.

THIS CONFLICTS WITH THE URBAN CORRIDOR GOALS SOLUTION – TAKE THIS OUT

PL20.5 Prevent physical barriers from isolating and separating new developments from existing neighborhoods.

THIS IS ENCOUGRAGED IN PL7.5

PL21.4 Allow neighborhood center designs that are innovative and provide variety, but that ensure compatibility with adjoining uses. Consider appropriate phasing, scale, design and exterior materials, as well as glare, noise and traffic impacts when evaluating compatibility. **Require buildings with primary access directly from street sidewalks, orientation to any adjacent park or green and to any adjacent housing, and signage consistent with neighborhood character.**

THIS SENTENCE MAKES NO SENSE

PL24.9 Limit each **village** to about 40 to 200 acres; require that at least 60% but allow no more than 75% of housing to be single-family units; and require at least 5% of the site be open space with at least one large usable open space for the public at the neighborhood center.

PL24.11 Provide for a single "urban village" at the intersection of Henderson Boulevard and Yelm Highway; allowing up to 175,000 square feet of commercial floor area plus an additional 50,000 square feet if a larger grocery is included; and requiring that only 50% of the housing be single-family.

If density is what is wanted why require 60-75% single family. If the 2010 trend is continuing and 42% are currently multi family why would that trend be discouraged? Why more single family than Briggs?

*GT1 All streets are safe and inviting for pedestrians and bicyclists. Streets are designed to be **human scale**, but also can accommodate motor vehicles, and encourage safe driving.*

THIS IS AN UNDEFINED TERM AND I THINK AND UNDEFINED CONCEPT. SOLUTION - REMOVE IT, CHANGE IT, OR DEFINE IT

PT1.11 Require consolidation of driveways and parking lot connectivity for adjacent commercial areas to facilitate access from one site to another without having to access the roadway.

REQUIRE IS A BAD WORD, NOT SURE YOU CAN MAKE AN ADJACENT PROPERTY OWNER TO ALLOW ACCESS FROM AONTER PROPERTY OWNERS PROPERTY. WHAT IF ADJACENT DOES NOT WANT IT? SOLUTION - SOFTEN THE LANGUAGE TO ENCOURAGE WHERE PRACTICAL.

PT7.4 No street will 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.

THIS IS VERY LIMITING TRAFFIC MAY INCREASE AND ADDITIONAL LANES MAY BE REQUIRED. SOLUTION - SOFTEN THE LANGUAGE TO ENCOURAGE WHERE PRACTICAL

- For some intersections, **level of service** is F is acceptable

I ALWAYS TELL MY SON THAT FAILING IS NOT ACCEPTABLE

PT14.2 Work with the State of Washington to include **urban corridors** in the state's preferred leasing area, so that state employees can easily walk, bike or take public transit to work.

MOST OF THE URBAN CORRIDORS HAVE NARROW DEPTHS OR HEIGHT RESTRICTIONS. THE STATE CURRENTLY IS IN MORE CONSOLIDATING TYPE MOVES, COLOCATING ETC. WHICH ARE LARGER BUILDINGS THAN ARE APPROPRIATE FOR MOST OF THE URBAN CORRIDORS.

ECONOMY

LIVING WAGES ARE SPELLED OUT, I SEE THIS AS SETTING STANDARDS WHICH IS NOT WHAT A VISIONING DOCUMENT SHOULD DO. WHOSE DEFINITION? SOLUTION REMOVE THE TABLE

COMMENTS ON THE STAFF REPORT

1. Staff report dated 2/25/14.

Agree with recommendations from staff for

- 2) street connectivity

- a. the omitted bullet points not readily assessable.

- b. adding if opposed is much more affordable, a definition of opposed by how many could save a lot of money.

- 3) connect park drive.

Connected streets are the key to good traffic flow and emergency response. It should not be a political decision. GT4 states streets should be connected

- 4) Alleys

Should not be required.

- 7) High density neighborhoods.

Staff recommendation is much better and will possibly be built.

I do not know how that density will be able to be achieved if the view corridors are implemented as proposed. There will be no buildings tall enough downtown to be able to meet that density.

- 8) Urban corridors

They are currently not wide enough they should be one full block deep and Harrison and Division should not be removed.

- 10) views

Agree with simply a public process to identify the views. Do not list all of the potentials. People will become invested in all of those, which can't work.

11) urban green space

PL7.4 Increase the area of urban green space and tree canopy within each neighborhood proportionate to increased population in that neighborhood.

Report says we currently have 25% of urban space is set aside for green space. That works out to 506 sf per resident.

WOW that is a lot. The plan calls for increasing the amount of green space as population increases. How is that to be done? Who is going to pay for it?

STUART DREBICK

LIFE TIME RESIDENT

ADROIT CONTRACTORS INC.

CHAIR OLYMPIA MASTER BUILDERS GOVERNMENT AFFAIRS COMMITTEE

LIFE DIRECTOR OMB

FORMER BOARD MEMBER THURSTON COUNTY CHAMBER

THURSTON COUNTY CHAMBER B&E COMMITTEE

VICE CHAIR WOBA



**OLYMPIA YACHT CLUB
201 SIMMONS STREET NW
OLYMPIA, WASHINGTON 98501**



June 16, 2014

Re: Olympia Comprehensive Plan

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

We are writing on behalf of the Olympia Yacht Club (OYC) and in response to a notice we received recently from Ms. Amy Buckler, Associate Planner. She notified us that the Revised Comprehensive Plan is expected to be released on July 1, 2014. Please accept our thanks for keeping us informed.


We do, however, have some concerns. In Ms. Buckler's notification, she indicated that there would be public meetings on July 9th and 10th. This only gives us a few days to review the revised plan, especially since the July 4th holiday is also within that time period. In addition to the short window for response, our letter submitted to you in January 2014 noted the areas of concern for us and were assured they would be addressed in the new plan. We would very much appreciate appropriate time to review and respond to the revised plan, specifically those areas mentioned in our correspondence. Also, volunteer organizations do not have the luxury of all their members being located in a central location. Each member will need to be contacted individually and then we will need to review and condense those comments into a response that we can return to you.


We appreciate the time you and your staff have expended on this project. We also want you to know that OYC has also invested a good deal of time and resources in the examination of the earlier draft and will do so for the revised plan. We're sure that you agree with us that adoption of a plan which will control and influence the city's growth and development for the next twenty years should not be taken lightly.

We respectfully request that the schedule be revised to allow three weeks of review time prior to the first public meeting. This would afford everyone enough time for assessment of the new plan and its provisions and insures the submission of well-thought-out comments at the public hearings.

Please do not hesitate to contact us if we can be of further assistance. Mr. Smith can be reached at 704-8383 or 4gwsmith@comcast.net and Ms. Downing at 360-584-6886 or MyraWDowning@aol.com. Thank you for your consideration.

Very truly yours,


George Smith
Chairman, Board of Trustees


Myra Downing
Commodore

cc: Todd Stamm, Principal Planner, City of Olympia
Ms. Amy Buckler, Associate Planner, City of Olympia

Nancy Lenzi

From: Leonard Bauer
Sent: Friday, June 20, 2014 2:58 PM
To: Nancy Lenzi
Subject: FW: July 22 Public Hearing for Olympia Comp Plan Update
Attachments: OYC. Public Comment on CP Timeline.061614.pdf

From: Steve Hall
Sent: Friday, June 20, 2014 1:42 PM
To: Keith Stahley; Leonard Bauer; Amy Buckler
Subject: FW: July 22 Public Hearing for Olympia Comp Plan Update

From: Mary Nolan
Sent: Friday, June 20, 2014 9:12 AM
To: Councilmembers; Steve Hall; Jay Burney
Subject: FW: July 22 Public Hearing for Olympia Comp Plan Update

Mary Nolan
Executive Secretary
City of Olympia
PO Box 1967
Olympia WA 98507
360-753-8244

Please note all emails may be considered as public records.

From: Amy Buckler
Sent: Thursday, June 19, 2014 3:09 PM
To: Mary Nolan
Cc: ImagineOlympia; Leonard Bauer; Keith Stahley; Todd Stamm
Subject: FW: July 22 Public Hearing for Olympia Comp Plan Update

Hi Mary,

Please forward this letter from the Olympia Yacht Club along with my response to the City Council.

Thanks,
Amy

From: Amy Buckler
Sent: Thursday, June 19, 2014 3:06 PM
To: '4gwsmith@comcast.net'
Cc: 'MyraWDowning@aol.com'
Subject: July 22 Public Hearing for Olympia Comp Plan Update

Dear George,

Thank you for speaking with me on the phone this afternoon. I'm glad that the information I provided has allayed your concern about the short turn-around time between release of the City Council Public Hearing Draft by July 1 and the public meetings on July 9 & 10. As I mentioned, the City Council's public hearing on the Comprehensive Plan Update is scheduled for Tuesday, **July 22 at 7pm at City Hall**. The meetings on July 9 & 10 are information open houses in case people have questions about the draft plan, which will be released [online](#) by July 1.

Please do not hesitate to contact me if you have any further questions.

Written comments to the City Council can be emailed to: imagineolympia@ci.olympia.wa.us, or mailed to P.O. Box 1967, Olympia, WA 98507. To ensure consideration, comments must be received by Tuesday, August 5 at 5:00pm.

Sincerely,

Amy Buckler
Associate Planner
Community Planning & Development
601 4th Ave E
P.O. Box 1967
Olympia, WA 98507-1967

Office: (360) 570-5847
Main: (360) 753-8314
This email is subject to public disclosure

Karen Kenneson

From: patricia Tinsley <tinsleypatricia@gmail.com>
Sent: Tuesday, August 05, 2014 3:56 PM
To: ImagineOlympia
Subject: Comprehensive Plan
Attachments: Comprehensive Plan.docx

Please find my comments in the attached letter.

Thank you,
Patricia Tinsley
(360) 791-5340

August 5, 2014

Imagine Olympia
P.O. Box 1967
Olympia, WA 98507-1967

RE: Olympia's Comprehensive Plan Update

Dear Imagine Olympia Committee Members:

Please take my comments into consideration before implementing the Olympia Comprehensive Plan:

The twenty year time frame is not long enough for a comprehensive plan for a city.

1. A comprehensive plan should span at least 100 years so it truly takes into account the future of the city.
 - Twenty years is only a long enough time period for an employee to work toward a good retirement with the city.
 - Twenty years has an inherent obsolescence in its time frame.
 - Twenty years will turn perfectly good, established neighborhoods into ghettos.
2. Focus on repairing and vitalizing down town Olympia before you move commercialism and high density housing into single-family neighborhoods.
 - Olympia is not Rio de Janeiro, Brazil. We, fortunately, do not have millions of people living in slums for which we need to build tenement style houses which destroy neighborhoods. Please don't base a comprehensive plan on something designed for cities with millions of people.
 - Down town Olympia is a walkable distance from most surrounding Olympia neighborhoods. Again, I ask that the hard work is done to revitalize it so commerce will return.
3. Court businesses to move to downtown Olympia.
 - If the homeless population is very important to you, bring in businesses that help with mental health and addiction issues.
 - Perhaps high-tech industries would prefer locating in the capital of Washington as opposed to congested Seattle. Surely our rents would be less than that metro area.
4. The citizens of Olympia are not the enemy, please include us in your plans.

- You may see developers and employees of the planning department on a regular basis, forgetting we exist or care. However we are not only the tax base, but work diligently to keep the city working and livable by choosing to live inside city limits and care for our homes and neighborhoods.
- Please don't wall off our view.
- Please don't divide neighbors from neighbors with unnecessary high-density (soon to be obsolete) housing.
- Please understand, we consider ourselves to be the city.
- Please advise the Planning Department to treat us truthfully and respectfully.

In closing, I believe the Comprehensive Plan has been rushed and is ill-conceived. Please do not allow this costly mistake to be implemented.

Sincerely

Patricia Tinsley
1126 Olympia Avenue NE
Olympia, WA 98506
(360) 791-5340

cc: The Olympian Newspaper
Olympia City Council Members

MEMO

July 15, 2014

TO: City Council

FROM: Olympia Arts Commission

RE: City of Olympia Comprehensive Plan

On May 20, 2014, members of the Arts Commission presented findings from a report completed on the economic impact of music in our local economy. The following proposed changes to the Comprehensive Plan break out music from the umbrella term “art” and make a tighter connection between music and local economy.

Recommended changes to the following policies in the Economy Chapter:

Original: PE10.1 Continue to provide programs and services supporting arts activities in Olympia.

Proposed: PE10.1 Continue to provide programs and services that support visual and performance arts activities in Olympia.

Original: PE10.2 Support local art galleries, museums, arts and entertainment facilities, organizations, and businesses.

Proposed: PE10.2 Actively support local art galleries, museums, arts and entertainment facilities, live music venues, arts organizations and businesses.

Thank you for the opportunity to provide comment.

Nancy Lenzi

From: Stephanie Johnson
Sent: Thursday, July 17, 2014 9:19 AM
To: CityCouncil; ImagineOlympia
Cc: Paul Simmons; Trent Hart (trent@tovanihart.com)
Subject: Arts Commission Memo on Comp Plan
Attachments: COMP PLAN MEMO.docx

Mayor Buxbaum and Members of Council~

On behalf of the Arts Commission, please find attached comment on the draft Comprehensive Plan.

Best~

Stephanie

Stephanie Johnson

Arts & Events Program Manager
Olympia Parks, Arts & Recreation
360.709.2678

Notice: Email to and from this address is a public record.

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:12 PM
To: ImagineOlympia
Subject: comp plan comments

On page 19/20, under the heading of Economy, subheading Our Vision for the Future, paragraph. 2, the concept that diversification of the economy via the establishment of new businesses would make our economy less vulnerable to downturns in state government.

To my knowledge, there is no evidence that this is true. I suggest it be removed, along with similar statements later in the document.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:54 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 87, GL10 speaks of diversifying the local economy. This is a self-defeating goal. I suggest it be deleted.

Also PL10.1 says "encourage industry that ... diversifies and strengthens the local economy. In our odd economy, almost any diversification will weaken, not strengthen, our economy. I suggest the concept of diversifying be deleted.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:09 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 317, last paragraph under A Healthy Economy Enhances our Quality of Life, line 4 and 5, there is this statement: "Economic development does not mean "growth" ...

This is not very useful. Anything other than "growth" would satisfy this definition.

If there is to be a statement, it should say what the authors think economic development actually means.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:16 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 318, immediately above GE1, there is a bracketed note indicating that language will be deleted.

If the Economy chapter is retained, this language should absolutely be retained too. It is one of the most sensible statements in the chapter. It calls for a full analysis before granting revenue concessions, which is equivalent to what the CRA, now under consideration, would allow.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:23 PM
To: ImagineOlympia
Subject: comp plan comments

On approximately p. 318, under Goals and Policies of the Economy chapter, there are several items that illustrate why this chapter should not be published. These are simplistic, unjustified, and unclear.

PE2.1 Focuses only on the positives. What about the whole economic picture?

PE2.4 -- Why diversify? See earlier submission.

PE2.5 -- What does "support employers" mean?

Drop the chapter. It is beyond fixing.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:40 PM
To: ImagineOlympia
Subject: comp plan comments

On approximately p. 327, two items further illustrate the inadequacy of this chapter.

PE 7.2 calls for Olympia to "market Olympia's advantages" to business considering expansion. What would that mean and why would we do it and how would we choose which businesses to "market" to?

PE 7.3 calls for a "more active city role in stimulating development". Why? With a 40% increase in population anticipated in the next 20 years, why in the world would we want to stimulate even more growth? We know it would be costly in many ways. And how would we avoid compromising our role as regulator?

These are very questionable policies.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:34 PM
To: ImagineOlympia
Subject: com plan comments

On approx. p. 324, under A Diverse Economy, the paragraph indicates that tourism produced \$66.9 million in revenues and \$19.6 million in local taxes in 2009. That's a 30% rate of tax receipts, which seems unlikely.

More importantly, this kind of analysis that gives sweeping generalities that sound good is quite misleading. If you're going to retain this kind of information, please give the overall impact of tourism. What is the effect on average wages in the local economy, for instance?. And what is the impact on seasonal unemployment? And what is the impact on traffic? And what is the impact on social services? Etc.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 11:50 AM
To: ImagineOlympia
Subject: comp plan comments

If the Economy chapter is retained in the comp plan (I have testified that it should be eliminated because it is so flawed and unreasonable), then some gross inaccuracies should be corrected.

One such inaccuracy is on approx. p. 310, Under the heading Port of Olympia, and just above the heading Downtown Olympia. The first bullet says that state government "will not be a driver of the regional economy in the near future". This is simply wrong. State government is the biggest driver of the economy in our county, by far, and will continue to be.

Perhaps the authors intend to speak of drivers of employment growth, but that is a different matter.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:44 PM
To: ImagineOlympia
Subject: comp plan comments

PE8.4, approx. p. 328, says that "renovation, reuse and repair of existing building is preferable to new construction ...".

This is simply not always true. Sweeping statements like this should be avoided.

You might say "often" preferable.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 11:58 AM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 313, under the heading A Healthy Economy Enhances our Quality of Life, first paragraph, there is a statement the statement that private investment "will further increase our revenue base".

This is incomplete and misleading. It contains only a portion of one side of the effects of investment, i.e., public revenues. There are other benefits from development. And there are costs.

If a statement is going to be made, then it should mention all advantages and disadvantages of investment, not just one advantage.

In my experience, this approach -- looking only at the financial benefits to government -- is all too common in the public sector. And it predictably leads to bad decisions.

There is plenty of research indicating that on the whole, investment in the local community produces a financial loss, not a financial gain, for local governments.

See Fodor, Eben.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 12:03 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 314, last sentence under A Healthy Economy Enhances our Quality of Life, there is a statement that "infrastructure is critical to our ability retain (sic) attract businesses".

A more general statement would be far more preferable and relevant.

I suggest "infrastructure is critical to our ability to serve residents and businesses".

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 10:21 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 247, PU7.2 speaks of compliance with all state and federal water quality standards.

This is simply not sufficient. State and federal standards are very limited. Our drinking water contains many chemicals not regulated by those standards, and our water customers deserve to know the whole truth about this.

I strongly suggest that the public be regularly informed as to all the pollutants in our drinking water, what possible problems this may entail, and what is being done to measure and reduce such problems.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 10:31 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 263, GU22, I wonder if this is a wise goal. It seem to me that technological changes are happening so fast that this kind of infrastructure can become obsolete quickly, as by through-the-air transmission.

I wonder if this should not be dropped.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 10:33 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 263, Appendix A: Utilities Inventory and Future Needs. This whole section contains a lot of redundancy with the previous sections. It seems to me that pages could be saved by combining information.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 10:39 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 284, Parks, Arts and Recreation Programs and Facilities, PR1.1, I suggest that the words "attract tourism and private investment to Olympia, and" be deleted.

Parks and recreation programs should primarily serve existing populations.

Realistically, their effect on tourism and private investment is minimal with few exceptions. And in any case, these objectives should not be primary.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 10:42 PM
To: ImagineOlympia
Subject: comp plan comments

On approximately p. 291, under the heading of Community Parks, It is critically important to add the current and needed numbers of ballfields, both rectangles and diamonds.

Bob Jacobs

Karen Kenneson

From: Brian Faller <brianfaller@comcast.net>
Sent: Tuesday, August 05, 2014 8:27 AM
To: ImagineOlympia
Cc: lba-woods-park-coalition-leadership-team@googlegroups.com
Subject: LBA WoodsParkCoalition CP Comments
Attachments: LBA WoodsParkCoalition CP Comments2.pdf; LBAWPC CP Comments--Natural Enviro4.docx; LBAWPC CP Comments--Public Health3.docx

Dear Imagine Olympia,

LBA Woods Park Coalition is herewith submitting its comment letter as well as track-change comments on the Natural Environment section and Public Health, Parks, Arts, and Recreation section of the draft Comprehensive Plan. The track-change documents are provided for the convenience of City staff so they are able to see specifically how and where the comments translate into revision of the draft plan text.

We thank you for consideration of these documents. In particular, we wish to express our appreciation for the extensive effort the City has made to solicit, listen to, and include, as appropriate, the views of its citizens in the Comprehensive Plan. In doing so, the Plan becomes a plan for all its citizens and UGA residents.

Please contact me if there is any problem with accessing these documents or links in them or you have a question about the contents.

Brian Faller, on behalf of the LBA Woods Park Coalition

LBA Woods Park Coalition

August 5, 2014

Re: Coalition comments on the draft 2014 Comprehensive Plan

Dear City Staff and Imagine Olympia:

The LBA Woods Park Coalition is pleased to submit its comments on the draft 2014 Comprehensive Plan (CP). We very much appreciate the open and inclusive process you have conducted.

For the convenience of the City in reviewing and potentially incorporating comments, we have provided two WORD files containing track-change suggestions for the “Natural Environment” and the “Public Health, Arts, Parks and Recreation” sections of the draft CP.

The following comments summarize the track-change suggestions for each section.

Comments on the Natural Environment Section

The Natural Environment section should reflect that an important part of land stewardship is to acquire or otherwise protect, where feasible and appropriate, the few remaining high quality parcels of natural habitat within the city and UGA for purposes of preservation and compatible park uses.

The existing section recognizes that growing population will put more pressure on natural resources. One critical way that pressure occurs is through the development of remaining natural lands that currently provide wildlife habitat and trail opportunities. We believe it is important to specifically recognize that new development to serve growing population will result in loss of existing used habitat and trails that are currently in use although not City owned. That recognition underscores the value of the City’s strategy to prioritize, where

feasible, the acquisition of the last few available parcels of quality habitat within the City and UGA.

The Natural Environment section policies should explicitly recognize that a key strategy to conserving and maintaining the natural environment within the City and UGA is to acquire, where feasible and appropriate, forest, wetlands, and other important habitat parcels. The City identified the strategy to prioritize such acquisition in the Voter Information Pamphlet and the mailer that it sent to citizens in support of the 2004 voted utility tax of 2% for parks. Copies of the pamphlet and the mailer can be viewed at <https://onedrive.live.com/redir?resid=BF41324A713A060A!15143&authkey=!AJlhVkl6GXk04qc&ithint=file%2cpdf>.

It is useful to inform the public in the Natural Environment section of the substantial new body of research that shows significant health benefits result from forest “immersion” walks. This information underscores the value of increasing access to wooded natural areas especially as population increases. The following sources from the National Institute of Health and the State of New York provide information about the numerous studies documenting the health benefits of forest immersion. <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2793347/>;
<http://www.dec.ny.gov/lands/90720.html>.

The Natural Environment section references the 2010 Parks, Arts, and Recreation Plan as providing park objectives, levels of service, or target outcome ratios for the next 20 years, but the 2010 PAR Plan is currently being updated and will shortly be replaced by the 2015 PAR Plan. References should indicate that the 2015 updated Plan will set forth those objectives, LOS, and TOR from 2015 onward.

The Natural Environment section provides a link to a map of “Open Space and Environmentally Sensitive Areas.” That map, however, is incomplete. The map should be corrected to include the extensive forest and wildlife habitat that exists in the 150 acres of woods and open space surrounding the LBA Park. The LBA Woods consist of the 72 acre parcel referred to as Bentrige (includes 60 acres of high quality mature second growth conifers) and the 79 acre parcel referred to as Trillium (second and third growth conifers with mixed hardwoods). Fifty-eight bird species have been counted in LBA Woods (See <http://lbawoodspark.org/lba-woods-a>

[bird-refuge/](#)) and numerous animal species (e.g., deer, coyote, raccoon, porcupine, pileated woodpecker, etc.) as well as many woodland native plants, including trillium and tiger lily.

Comments on Public Health, Arts, Parks and Recreation Section

In recognizing the important role that parks have in the life of Olympians, it is important to include the role parks serve in providing *wildlife habitat and trails* as well as the other uses mentioned. We provide language to that effect.

In the new policy, --PR1.1, it is important that the policy recognize that parks and community programs are intended to address foremost *citizen needs and priorities* as well as attract tourism and private investment to Olympia. We provide language to add *citizen needs and priorities*.

This Public Health/Parks section frequently refers to the 2010 Parks and Recreation Plan (PAR Plan). However, the 2010 PAR Plan is in the process of being updated and the objectives, level of service standards (LOS), and target outcome ratios (TOR) in that plan will likely change in some respects in the 2015 update. References in the CP should be to 2015 PAR Plan rather than the 2010 PAR Plan, or to the 2010 Park Plan and any update/replacement of that Plan.

The 2010 inventory of existing park, recreation and open space lands in the 2010 PAR Plan is out-of- date and should not be referenced as up-to-date.

The section observes that as Olympia’s population increases, its citizens will need more parks and open space to maintain the same **level of service** standards, yet less land and fewer large parcels will be available. The observation should be added that “demands for open space will be even further intensified to the extent that development occurs on parcels that are currently used as de facto wildlife habitat and trails, such as the 150 acres around LBA Park.”

The section states that the term "Open Space" as used in this chapter has a more specific meaning than is used in the [Natural Environment](#) Chapter pursuant to RCW [36.70A.160](#) . It is not clear what definition of “open space” is used “in this chapter” and how that definition may differ from the RCW definition. Please clarify and explain whether the Public Health/Park’s

definition of “open space” is more or less restrictive than this RCW, and if so, in what specific respects.

The section mentions some research related to public preference for open space. We request mention also be made of the significant body of new scientific research documenting that larger forest parcels provide numerous health benefits. The health benefits include: immune system boost, lower blood pressure, reduced stress, improved mood; increased ability to focus (even in children with ADHD), accelerated recovery from surgery or illness, increased energy level, improved sleep. See <http://www.dec.ny.gov/lands/90720.html>; <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2793347/>. Similarly, please see the material presented at the City of Olympia Planning Commission special panel presentation dedicated to the benefits of urban greenspace on December 9, 2013.

It is also appropriate in this context to reference the significant decline in wildlife habitat the City has determined to have occurred since 1994, as such decline illustrates the need to preserve and acquire, where feasible, the few remaining parcels. See http://olympiawa.gov/~media/Files/HumanResources/Neogov/Habitat%20and%20Stewardship%20Strategy-Preliminary%20Draft%20and%20Appendix%20B_12-27-13.pdf.

The section notes that Olympia already has a substantial inventory of Open Space acreage. It states that to retain the current ratio of Open Space to population would require acquiring approximately 140 more acres to the inventory every 10 years. The section then states that the City will not be able to maintain this rate of acquisition due to land unavailability and lack of funding.

However, at least for the next decade, a few large open space parcels are available (e.g., the two parcels that comprise LBA Woods). Further, funding for the acquisition of open space was intended to be paid from the 2% utility tax that the voters approved for park acquisition in 2004. That tax raises about \$2 million per year for parks. In 2004, the City sent to its citizens a voter’s pamphlet and mailer stating that the City would prioritize use of those funds to

acquire park lands, primarily open space.¹ Potential use of the utility tax for open space acquisition should be acknowledged as the City indentified it in 2004 as a primary source of funding for open space acquisition. We suggest language that recognizes both that the “growing scarcity of available land parcels makes acquisition time sensitive” and the utility tax provides a potential funding source for open space acquisition.

New policy PR4.4 is aimed to “encourage walking, and bicycling for recreation and transportation purposes by linking parks to walking and running routes, streets and trails.” We suggest that running be added, and that this policy also be implemented by “providing trails that are proximate to population centers and are within natural environments.”

¹ Copies of the voter pamphlet and the mailer may be viewed at the link provide earlier in this letter.

Conclusion

The Coalition again thanks the City for the opportunity to provide these comments, and would be happy to provide any clarifications or address any questions or requests that the City may have related to these comments. You may contact us at lbawoodspark@yahoo.com.

The Board and Leadership Team of the LBA Woods Park Coalition

Jeff Marti /s/
Cristiana Figueroa-Kaminsky /s/
Brian Faller /s/
Debra Jaqua /s/
Kris Norelius /s/
Kara Klotz /s/
Raul Silva /s/
Rhonda Olnick /s/

Attachments:

Natural Environment comments (MS Word file)
Public Health, Parks, Arts, & Recreation comments (MS Word file)

TOC

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[LBA Woods Park Coalition 8/5/14 Comments re:](#) Natural Environment



Two young girls skipping on the rocks at Yauger Park

What Olympia Values:

Olympians value our role as stewards of the water, air, land, vegetation, and animals around us, and believe it is our responsibility to our children and grandchildren to restore, protect, and enhance the exceptional natural environment that surrounds us.

Our Vision for the Future:

A beautiful, natural setting that is preserved and enhanced.

[Read more in the Community Values and Vision chapter](#)

Introduction  **SHARE**

In Olympia, opportunities abound to experience and take part in the [stewardship](#) of the natural environment. Olympians plant trees, remove invasive plants, raise chickens, count salmon, recycle, drive hybrid-electric cars, and walk to their neighborhood store. Our parks and natural areas are home to rare birds, native salmon, and the tallest of native evergreen trees. Connecting with the environment and protecting it for future generations is a strongly held value for Olympians. We recognize our role as land stewards and our responsibility to protect water quality and clean air. [An important part of land stewardship is to acquire or otherwise protect, where feasible and appropriate, the few remaining high quality parcels of natural habitat within the city and UGA for purposes of preservation and compatible park uses.](#)

For more than 20 years, Olympia has embraced its role as a leader in the effort to create a [sustainable](#) community dedicated to the conservation, protection, and restoration of the natural environment. The City will continue this work -- through leadership, education, and planning -- as we address emerging environmental challenges.

Our community recognizes that natural resources are precious and limited, and that our growing population will test those limits. Our ability to meet several key challenges will define how well we manage our natural environment in the coming decades.

Key challenges:

- **A growing population** will put more pressure on ~~these natural resources~~ ~~to through development of remaining lands that currently provide wildlife habitat and trails, remove trees~~ ~~replacement of forest canopy and~~ natural land surfaces with roads, buildings, and parking lots, and ~~to~~ ~~encroachment~~ on environmentally sensitive area
- **Climate change** is likely to bring sea-level rise, unpredictable rainfall, increased stormwater runoff, changes in food supply, and increased stress on habitats and wildlife
- **Increased waste and toxins** through the products we purchase, which may contain artificial ingredients or toxins, or create unnecessary waste

All of these challenges have the potential to impact the quality of our natural water resources. We hope this community vision will define a path for change for us to follow as we continue to face these challenges in the next 20 years.

Using Our Land Wisely [SHARE](#)

As Olympia continues to grow, it will be essential to reach a careful balance between planning for growth and maintaining our natural environment.



A young tree planter in Kettle View Park.

As a key land steward, the City's role is to encourage and regulate new development and land management practices in a way that minimizes negative environmental impacts by:

- Carrying out the state's [Growth Management Act](#)'s requirement that cities plan for anticipated population growth by accepting the need for denser development so that larger expanses of rural land can be preserved
- Encouraging low impact development and green building methods that include using renewable or recycled materials
- Constructing developments that have a low impact on soil and site conditions
- Treating stormwater run-off on-site
- Using building materials that require less energy, which public and private groups are now working closely with the City to explore new and reliable methods
- Ensuring that public land is preserved and cared for
- Continuing the City's role as caretaker of Olympia's urban forest, a diverse mix of native and ornamental trees that line our streets, shade our homes, and beautify ~~our existing~~ natural areas.

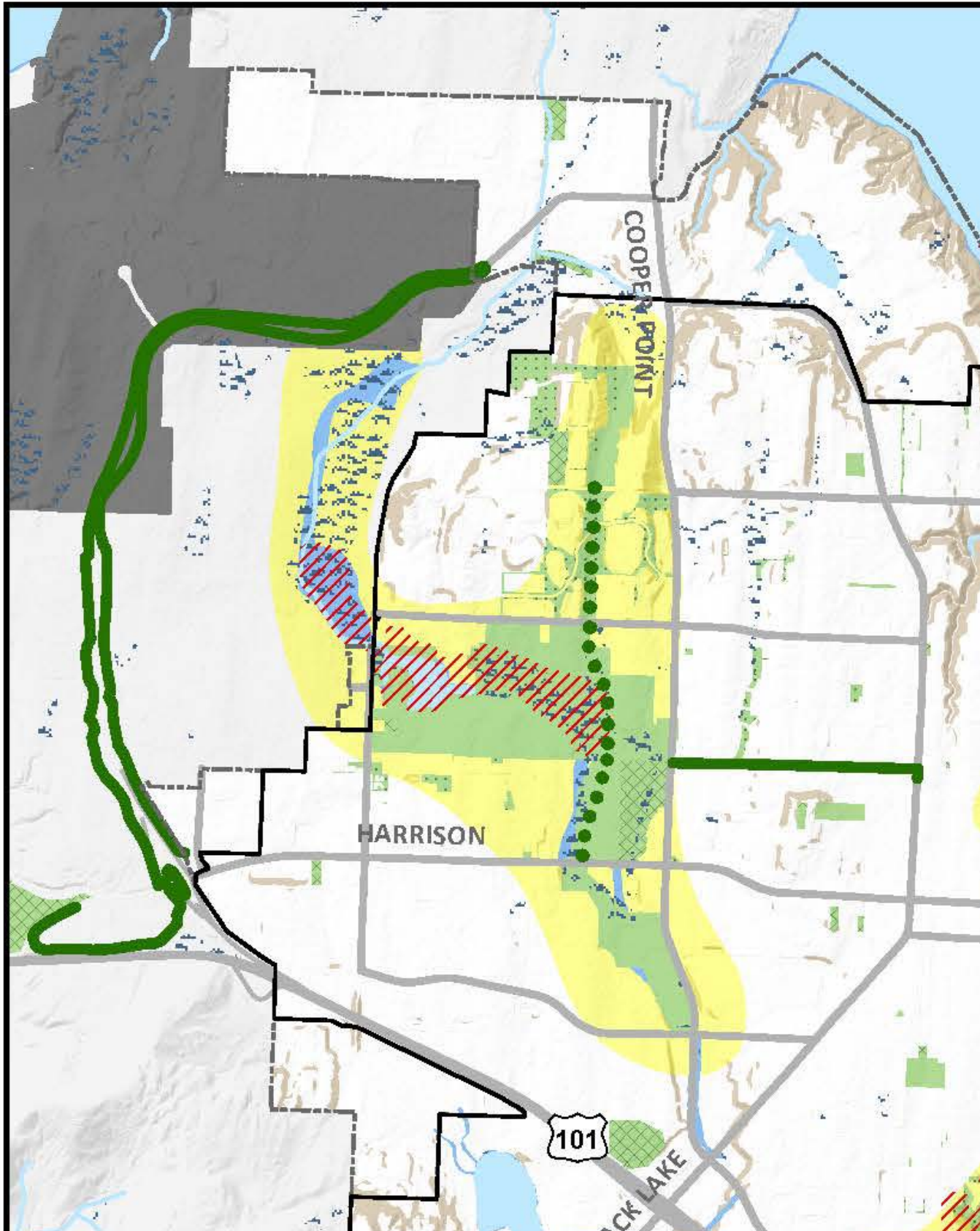
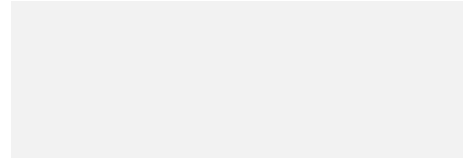


Kettle View Park bike rider.
[Change:](#)

The Open Space and Environmentally Sensitive Areas map has been revised from the 2003 Comprehensive Plan Green Spaces Map. ~~Some p~~Possible future trails shown are from the 2010 [Parks, Arts, and Recreation Plan](#) and the 2007 [Thurston Regional Trails Plan](#). ~~Proposed Open Space Corridors have been updated to reflect current land use conditions and development, including the removal of corridors where there is little opportunity for land conservation or making effective connections with other trail or park systems.~~

Comment [LBAWPC1]: The trails shown on those 2007 and 2010 documents are only some of the existing trails or potential trails; others have been or may be identified.

Comment [LBAWPC2]: These 2007 and 2010 documents are out of date and are not "updated".




[Delete Map above, appears out of place, and concerns only a small part of the city.]

View Map - Open Space and Environmentally Sensitive Areas [This Map should be corrected to include the *high quality wildlife habitat* that exists in the 150 acres of woods and open space surrounding the LBA Park on the 72 acre parcel referred to as Bentrige (includes 60 acres of high quality mature second growth conifers); and 79 acre parcel referred to as Trillium (second and third growth conifers with mixed hardwoods). Fifty-five bird species have been located in the woods (see <http://lbawoodspark.org/lba-woods-a-bird-refuge/>) and numerous animal species (e.g., deer, coyote, raccoon, porcupine, pileated woodpecker, etc.) as well as many woodland native plants, including trillium and tiger lily.]

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Goals and Policies 
GN1

Natural resources and processes are conserved and protected by Olympia's planning, regulatory, and management activities. 

PN1.1Administer development regulations which protect environmentally sensitive areas, drainage basins, and **wellhead areas**.

Change:

New policy supports a regional approach to environmental management.

PN1.2Coordinate critical areas ordinances and storm water management requirements regionally based on the best scientific information available.

PN1.3Limit development in areas that are environmentally sensitive, such as steep slopes, important habitat and species areas, and wetlands. Direct development and redevelopment to less-sensitive areas.

Change:

Expansion of the current policy which refers only to 'water systems.'

PN1.4Conserve, acquire where feasible and appropriate, and restore natural systems, such as wetlands, forest, important habitat, and stands of mature trees, to contribute to solving environmental issues and providing open space for habitat and/or trails.

Change:

New policy of limiting the scope of re-contouring of development sites.

PN1.5 Preserve the existing topography on a portion of a new development site; integrate existing site contours into the project design and minimize the use of grading and other large-scale land disturbances.

PN1.6 Establish regulations and design standards for new developments that will minimize impacts to stormwater runoff, environmentally sensitive areas, wildlife habitat, and trees.

Change:

New policy about hillside development; note that it is more specific than the proposed new policy PN1.5.

PN1.7 Limit hillside development to site designs that incorporate and conform to the existing topography, and minimize their effect on existing **hydrology**.

Change:

New policy expands the initial scope from ground and surface water impacts to impacts to public lands and environmental resources.

PN1.8 Limit the negative impacts of development on public lands and environmental resources, including important habitat and species, and require full **mitigation** of impacts when they are unavoidable.

Change:

The three new policies below support pursuing environmentally 'friendly' development methods.

PN1.9 Foster City partnerships with public, private, and non-profit agencies and groups and encourage them to help identify and evaluate new low impact development and green building approaches.

PN1.10 Increase the use of low impact and green building development methods through education, technical assistance, incentives, regulations, and grants.


PN1.11 Design, build, and retrofit public projects using **sustainable** design and green building methods that require minimal maintenance and fit naturally into the surrounding environment.

PN1.12 Require development to mitigate impacts and avoid future costs, by incorporating timely measures, such as the clean-up of prior contamination as new development and redevelopment occurs.

Change:

Proposed new goal emphasizes land management.

GN2

Land is preserved and sustainably managed. 

Change:

New policy emphasizing preserving land by a set of community environmental priorities that will be developed.

PN2.1 Acquire and preserve land by a set of priorities that considers environmental and related human benefits, such as storm water management, wildlife habitat, health benefits that recent studies show result from walking in woods, ~~or~~ and access to recreation opportunities.

Comment [LBAWPC3]: See <http://www.dec.ny.gov/lands/90720.html>; <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2793347/>.

Change:

Scope of current policy would be expanded beyond only tree canopy connections.

PN2.2 Preserve land when there are opportunities to make connections between healthy systems; for example, land parcels in a stream corridor.

Change:

New policy to address invasive species. Current practices are based on state and county rules.

PN2.3 Identify, remove, and prevent the use and spread of invasive plants and wildlife.

Change:

New policy emphasizes volunteer engagement and restoration as a necessary component of land management.

PN2.4 Preserve and restore native plants by including restoration efforts and volunteer partnerships in all city land management.

Change:

New policy to emphasize reducing long-term maintenance costs.

PN2.5 Design improvements to public land using existing and new vegetation that is attractive, adapted to our climate, supports a variety of wildlife, and requires minimal, long-term maintenance.

Change:


New policy of preserving wildlife habitat in a series of land "islands," as demonstrated most effective in a 1994 Olympia Wildlife Study.

PN2.6 Conserve, acquire where feasible and appropriate, and restore wildlife habitat as a series of separate pieces of land, in addition to existing wildlife corridors.

PN2.7 Practice **sustainable** maintenance and operations activities that reduce the City's environmental impact.

PN2.8 Evaluate, monitor, and measure environmental conditions, and use this data to develop short- and long-term management strategies.

GN3

A healthy and diverse urban forest is protected, expanded, and valued for its contribution to the environment and community. 

PN3.1 Manage the urban forest to professional standards, and establish program goals and practices based on the best scientific information available.

Change:

New policy focusing on tree canopy.

PN3.2 Measure the tree canopy and set a city-wide target for increasing it through tree preservation and planting.

PN3.3 Preserve existing mature, healthy, and safe trees first to meet site design requirements on new development, redevelopment and city improvement projects.

Change:

New policy for identifying urban forest benefits.

PN3.4 Evaluate the environmental, ecologic, health, social and economic benefits of the urban forest.

Change:

Proposed policy would increase the emphasis on providing the space and soil conditions needed for mature trees to grow in an urban environment.


PN3.5 Provide new trees with the necessary soil, water, space, and nutrients to grow to maturity, and plant the right size tree where there are conflicts, such as overhead utility wires or sidewalks.

Change:

New policy to actively protect a tree's structure and growing conditions in urban settings.

PN3.6 Protect the natural structure and growing condition of trees to minimize necessary maintenance and preserve the long-term health and safety of the urban forest.



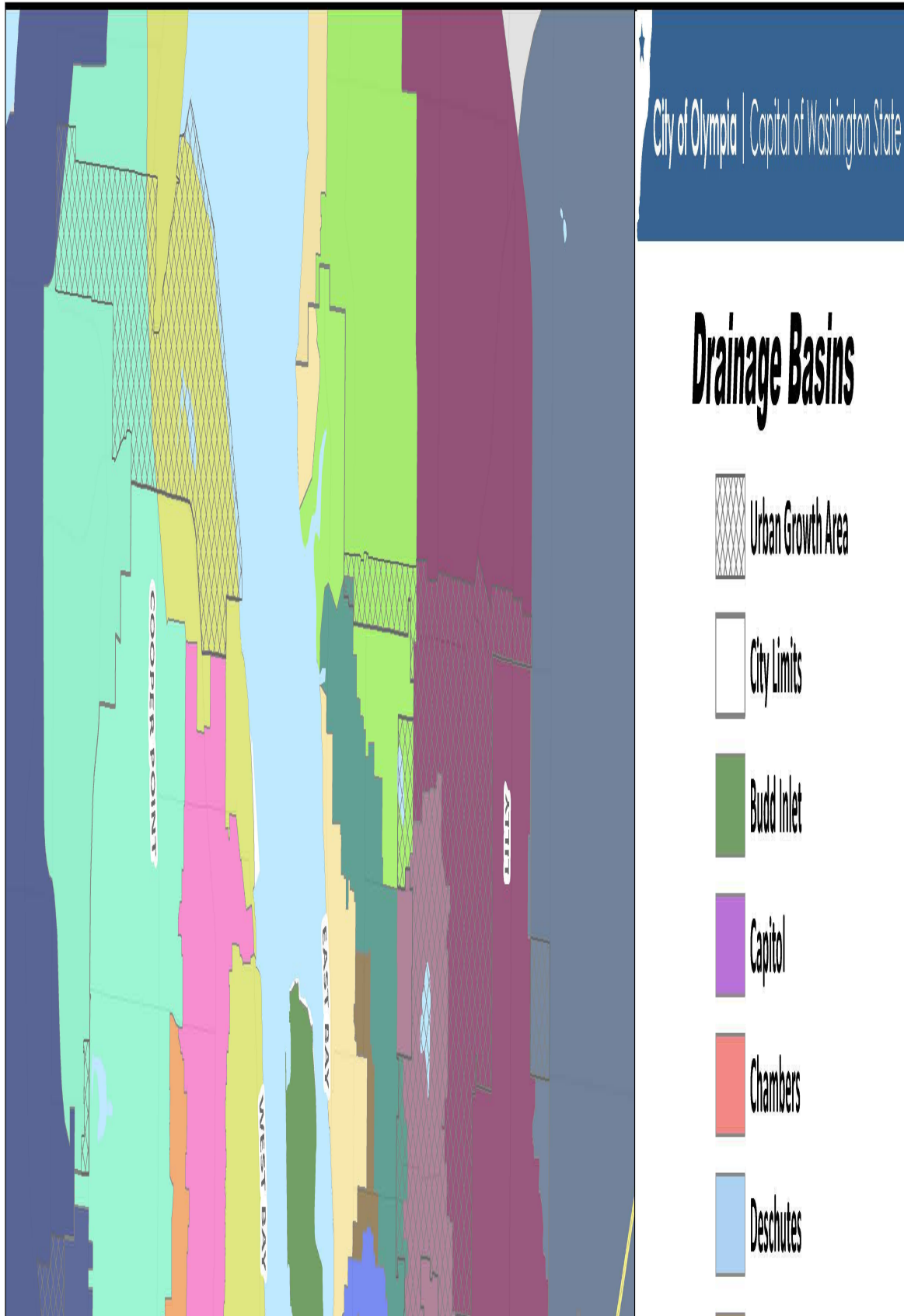
Protecting Our Water Resources  [SHARE](#)

Olympia is fortunate to be surrounded by water and have abundant fresh water resources. Our deep, underground aquifers provide our drinking water. Our many protected streams and wetlands are valuable habitat for native wildlife. We kayak the waters of Budd Inlet, hop over rain puddles on the way to school, and enjoy Ellis Creek as we hike through nearby Priest Point Park.



Moxlie Creek flowing through Watershed Park.

Within Olympia's 24-square-mile area, there are nine major streams, four lakes, four large wetlands, and six miles of marine shoreline. As water moves down from Olympia's higher elevations to the Sound, it filters through the ground into a number of separate drainage basins or watersheds.



[View Map - Olympia Drainage Basins](#)

Protecting water resources is one of Olympia's core values. We recognize that many of our water resources have been damaged by pollution. The natural processes that would normally protect these resources, such as undeveloped land and wetlands, which filter stormwater pollutants and reduce runoff, must be protected and restored. If we take steps to restore these natural processes, we'll be ensuring clean water and abundant aquatic life in Budd Inlet for us, and for future generations.



A new wetland constructed in Yaeger Park.

Goals and Policies [+](#) SHARE

GN4

The waters and natural processes of Budd Inlet and other marine waters are protected from degrading impacts and significantly improved through upland and shoreline preservation and restoration.

[+](#) SHARE

PN4.1 Plan for the health and recovery of Budd Inlet on a regional scale and in collaboration with local tribes and all potentially affected agencies and stakeholders.

Change:

New policies focusing on restoring Puget Sound, including as a food source.

PN4.2 Prioritize and implement restoration efforts based on the best scientific information available to restore natural processes and improve the health and condition of Budd Inlet and its tributaries.


PN4.3 Restore and protect the health of Puget Sound as a local food source.

Change:

New policy addressing the future of Capitol Lake.

PN4.4 Support the process for determining a balanced and **sustainable** approach to the management of Capitol Lake; participate when the opportunity is available as a party of significant interest in the outcome.

GN5

Ground and surface waters are protected from land uses and activities that harm water quality and quantity. 

PN5.1 Reduce the rate of expansion of **impervious surface** in the community.

Change:

New policy to increase the use of permeable ground covers.

PN5.2 Increase the use of **permeable materials** and environmentally-beneficial vegetation in construction projects.

Change:

New policy addressing contaminated stormwater run-off from existing surfaces.

PN5.3 Retrofit existing infrastructure for stormwater treatment in areas with little or no treatment.

Change:

New policy consistent with how current practices have evolved.

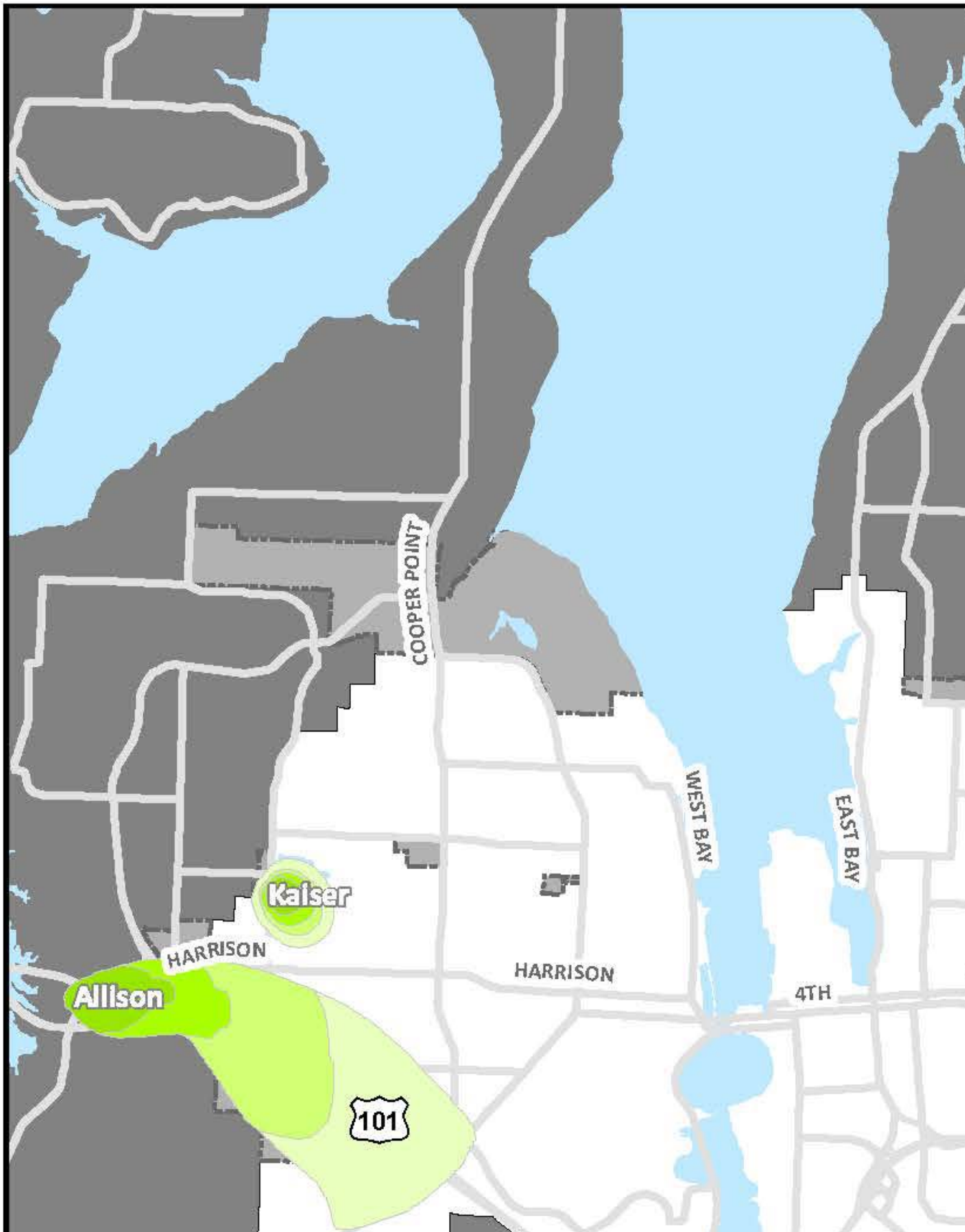
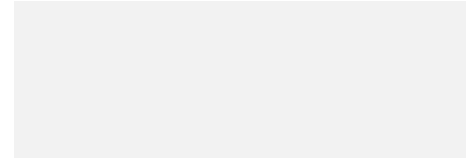
PN5.4 Require prevention and treatment practices for businesses and land uses that have the potential to contaminate stormwater.

PN5.5 Improve programs and management strategies designed to prevent and reduce contamination of street runoff and other sources of stormwater

Change:

New policy consistent with current regulations.

PN5.6 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (**Wellhead**) protection areas based on the best scientific information available and the level of risk. Require restoration of areas that have been degraded.



[Map: "Olympia Wellhead Protection Areas."](#)


Change:

Policy revised to increase emphasis on inspection and maintenance as a preventative measure.

PN5.7 Encourage more active inspection and maintenance programs for septic systems.

PN5.8 Encourage existing septic systems to connect to sewer, and limit the number of new septic systems.

GN6

Healthy aquatic habitat is protected and restored. 

Change:

New policy adding restoration to the protection of streams.

PN6.1 Restore and manage vegetation next to streams, with an emphasis on native vegetation, to greatly improve or provide new fish and wildlife habitat.

PN6.2 Maintain or improve healthy stream flows that support a diverse population of aquatic life.

PN6.3 Establish and monitor water quality and aquatic habitat health indicators based on the best scientific information available.

PN6.4 Use regulations and other means to prevent a **net loss** in the function and value of existing wetlands, while striving to increase and restore wetlands over the long-term.

Change:

Change in policy to reflect current practice and regulations for naturalizing floodways - (the part of the floodplain near the stream or river where no development is allowed) - but not the entire area subject to flooding. 'Floodway' is a flood insurance term. To date no floodways have been designated in Olympia.

PN6.5 Retain and restore floodways in a natural condition.

PN6.6 Preserve and restore the aquatic habitat of Budd Inlet and other local marine waters.

PN6.7 Partner with other regional agencies and community groups to restore aquatic habitat through coordinated planning, funding, and implementation.

Change:

New policy proposed consistent with guidance from the State of Washington Department of Ecology.

PN6.8 Evaluate expanding low impact development approaches citywide, such as those used in the Green Cove Basin.



A healthy stream.

Clean Air and Cool Climate [SHARE](#)

Overall, Olympia's air quality is often better than what federal standards require. We rarely experience days in which older residents and others with health issues are told to stay indoors due to polluted air. Stars are still visible in our night sky.

However, if we do not rein in local sources of carbon dioxide and other greenhouse gas emissions and limit nighttime light, we will jeopardize the quality of this invisible but critical resource.


As a community, we can commit to developing and adopting new and renewable solutions for commuting, heating our homes, powering our economy, fueling our vehicles, and lighting our streets, sidewalks, and businesses.



Solar panels on a commercial building in downtown Olympia.

Goals and Policies 

GN7

Local air quality is better than state and federal minimum standards. 

Change:

The Olympia Region Clean Air Authority is the primary local agency regulating air pollution. New policies below would support Olympia addressing air quality issues.


PN7.1 Partner with other state and local agencies to monitor, reduce and eliminate sources of air pollution that can be replaced with more efficient or clean methods and technologies.

PN7.2 Partner with other state and local agencies to offset anticipated negative impacts on air quality by taking further steps to reduce air pollution, such as commute reduction programming and tree planting.

Change:

New goal and related policies (PN8 and PN8.1-8.7) for Olympia's participation in addressing carbon dioxide emissions and climate change.

GN8

Community sources of emissions of carbon dioxide and other climate-changing greenhouse gases are identified, monitored and reduced. 

PN 8.1 Participate with local and state partners in the development of a regional climate action plan aimed at reducing greenhouse gases by 25 percent of 1990 levels by 2020, 45 percent of 1990 levels by 2035 and 80 percent of 1990 levels by 2050.

PN8.2 Monitor the greenhouse gas emissions from City operations, and implement new conservation measures, technologies and alternative energy sources to reach established reduction goals.

PN8.3 Reduce the use of fossil fuels and creation of greenhouse gases through planning, education, conservation, and development and implementation of renewable sources of energy (see also [GL2](#)).

PN8.4 Encourage the conservation and reuse of existing natural resources and building materials.

PN8.5 Reduce the pollution and energy consumption of transportation by promoting the use of electric vehicles and expanding accessible and inviting alternatives that reduce vehicle miles traveled, including transit, walking and cycling (see also [GT25](#)).

PN8.6 Plan to adapt, mitigate, and maintain resiliency for changing environmental conditions due to climate change, such as longer periods of drought and increased flooding related to changing weather patterns and sea level rise (see also [GU11](#)).

PN8.7 Reduce energy use and the environmental impact of our food system by encouraging local food production (see also [GL25](#)).

For sea level rise, see the [Utilities](#) chapter [GU11](#).

Change:

New goal to address light pollution; sometimes called 'dark skies' protection.

GN9

Artificial sources of nighttime light are minimized to protect wildlife, vegetation and the health of the public, and preserve views of the night sky. 

Change:

Policy is expanded beyond just energy conservation as a cost reduction measure.

PN9.1 Design nighttime lighting that is safe and efficient by directing it only to the areas where it is needed. Allow and encourage reduction or elimination of nighttime light sources where safety is not impacted.

Change:

New policy to address the impact of light pollution on natural systems.

PN9.2 Eliminate or reduce lighting near streams, lakes, wetlands, and shorelines to avoid disrupting the natural development and life processes of wildlife.



Residential light post.

Connect with the Natural World [SHARE](#)

Planting trees, observing birds in a nest, or lying on a sunny patch of grass are some of the ways we bring quiet into our lives and reconnect with the natural world. Researchers are now learning that having a connection to the natural world it isn't just a luxury, but a necessity for a healthy, safe, and engaged community.



A little girl with a balloon explores Kettle Park.

We interact with the natural world in a variety of ways -- from eating healthy food, to commuting by bike, [to walking on trails in woods](#), to learning a new outdoor activity, to stopping to chat with a neighbor under the shade of a tree. These activities all foster a strong connection to our community and an interest in stewarding our natural environment.

Goals and Policies

Change:

New goal and policies to monitor and address certain adverse environmental impacts.

GN10


Risk to human health and damage to wildlife and wildlife habitat due to harmful toxins, pollution, or other emerging threats is tracked by appropriate agencies and significantly reduced or eliminated.

PN10.1 Minimize the City's purchase and use of products that contribute to toxic chemical pollution when they are manufactured, used, or disposed.

PN10.2 Identify products that should be phased out by the community, and provide education on their negative impacts and the best available alternatives.

PN10.3 Maintain City land and properties using non-chemical methods whenever possible; use standard Integrated Pest Management practices and other accepted, natural approaches to managing vegetation and pests.

GN11

All members of the community can experience the natural environment through meaningful volunteer experiences, active recreation, and interactive learning opportunities. 

PN11.1 Ensure that all members of the community have access to a nearby natural space that gives them opportunities to see, touch, and connect with the natural environment.

PN11.2 Give all members of our community opportunities to experience, appreciate, and participate in volunteer **stewardship** of the natural environment.

PN11.3 Provide environmental education programs, classes, and tours that teach outdoor recreation skills and foster an understanding and appreciation for the natural environment.

PN11.4 Provide education and support to local community groups and neighborhoods who want to monitor and care for their local park or natural area.

Change:

New policy supporting the preservation and planting of native plants and ecosystems.



PN11.5 Foster a **sense of place** and community pride by carefully stewarding the trees, plants, and wildlife unique to Puget Sound.




A trail leads into Priest Point Park

Shoreline Master Program  SHARE

Change:

The goals and policies of the [Shoreline Master Program](#) -currently undergoing a periodic update, will be inserted in the Environment Chapter once approved by the Department of Ecology. If approved after adoption of the Comprehensive Plan update, any changes needed to align the new SMP goals and policies with the remainder of the Plan will be addressed as an annual Comprehensive Plan amendment. Until that time, Comprehensive Plan goals and policies influenced or related to shorelines are consistent with the existing [Shoreline Master Program](#) , adopted for the Thurston Region and last updated in 1990.

The goals and policies of the Olympia [Shoreline Master Program](#)  are now being updated, and will be included here after they are approved by the Washington Department of Ecology.



Priest Point Park shoreline.

For More Information [SHARE](#)

- [Shoreline Master Program](#)
- [Master Street Tree Plan](#)
- [Parks, Arts, and Recreation Plan \(2010\)](#)
- [Greenhouse Gas Emissions Report \(2005\)](#)
- [Greenhouse Gas Emissions Report \(2008\)](#)
- [1991 Climate Action Plan](#)
- [2011 City of Olympia Engineered Sea-level Rise](#)
- [2012 Community Update on Sea-level Rise](#)
- [Thurston Regional Trails Plan \(2007\)](#)

[LBA Woods Park Coalition Comments on](#) Public Health, Arts, Parks and Recreation



Extraordinary parks, arts and recreation provide opportunities for meaningful life experiences.

What Olympia Values:

Olympians value the role [that parks, open space, wildlife habitat, trails,](#) recreation and art play in our lives; as these contribute to our sense of community, and to our physical, spiritual and emotional well-being.

Our Vision for the Future:

A healthy, fun and enriching place to live.

[Read more in the Community Values and Vision chapter](#)

Introduction [SHARE](#)

Olympia's great parks, vibrant arts community, and many recreation and enrichment programs enrich our lives and strengthen our connection to the community. Public gathering places, whether a small pocket park or large playfield satisfy our need to join with others in the community. One only has to walk to a neighborhood park, [traverse the wooded trails of Watershed park or Priest Point Park,](#) search for a new skill to learn, or catch the latest downtown Arts Walk to experience this. The City, community groups, volunteers, and businesses all play a vital role in shaping parks, arts, and recreation. These facilities and programs improve people's quality of life, promote active lifestyles, create a [sense of place](#) and contribute to the local economy. The City of Olympia takes an active role, when appropriate, in influencing regional health policy where it relates to Olympians.


Parks, Arts and Recreation Programs and Facilities [SHARE](#)

Parks and recreation programs support healthy lives, and those healthy individuals and families help sustain a healthy community. City programs offer opportunities to exercise and reduce stress, as well as support personal growth and emotional well-being.

Some recreational amenities are regional in nature and a regional approach to their implementation can be effective. As it developed this plan, the City looked at opportunities for coordinating with other local and regional governments to develop more parks and recreational facilities. For example, community parks [and large open-space woods and trails](#) lend themselves to a regional approach, particularly if a potential site is located near a border with Lacey, Tumwater, or Thurston County. Other regional efforts could include an Art Center, a regional trail network, recreational programming, or even an ice skating rink or swimming pool. The City will continue to explore these opportunities.

The following goals and policies apply to all parks, arts and recreation programs, and facilities.

GR1

Unique facilities, public art, events, and recreational programming encourage social interaction, foster community building, and enhance the visual character and livability of Olympia. 

Change:

New policy regarding quality of programs.

PR1.1 ~~Continue to p~~Provide extraordinary parks and community programs that [address citizen needs and priorities](#), attract tourism and private investment to Olympia, and contribute to our high quality of life.

PR1.2 Promote City parks, arts, and recreation programs and facilities so they are used and enjoyed by as many citizens as possible.

Change:


New policy regarding adapting to change.

PR1.3 Be responsive to emerging needs for programs, facilities, and community events.

Change:

New goal to address efficient use of investments.

GR2

The City leverages its investments in parks, arts and recreation programs and facilities. 

PR2.1 Seek non-profit organization and citizen partnerships, sponsorships, grants, and private donations for park and facility acquisition, development, operation, programming, and events.

PR2.2 Use creative problem-solving and cost-effective approaches to development, operations, and programming.

PR2.3 Continue the Joint Use Agreement between the City and the Olympia School District to provide recreation facilities and programming for the community.

Change:


Policy expanded. Current policy addresses revenue from community use of athletic fields only.

PR2.4 Seek opportunities to increase revenues generated by users of park facilities and concessions.


PR2.5 Search for opportunities for mixed-use facilities and public/private partnerships.

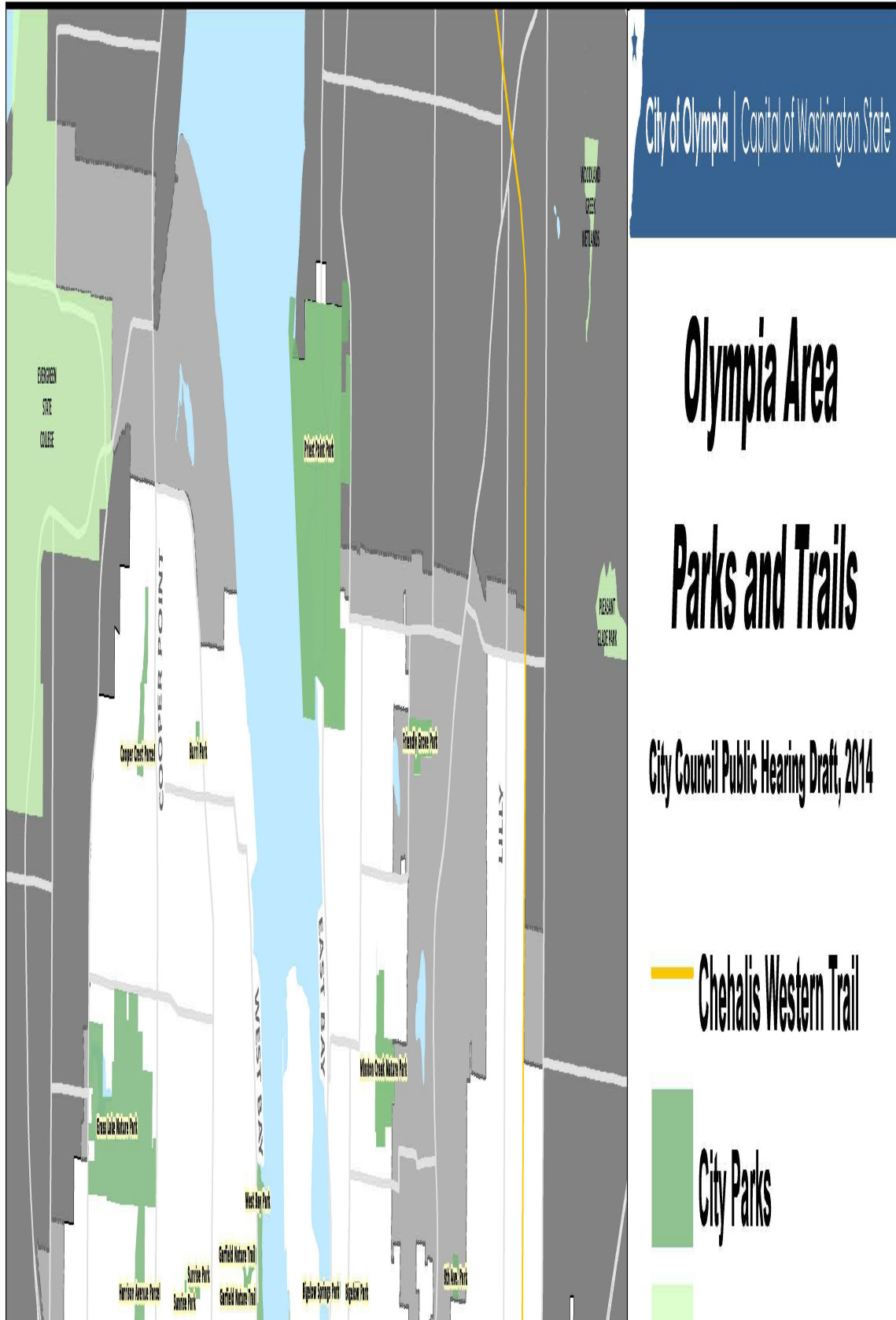
Parks 

Change:

The current Parks, Arts and Recreation chapter of the Comprehensive Plan has a great deal of information that is also found in the [Parks, Arts and Recreation Plan](#) . **However, the PAR Plan is from 2010 and is in the process of being updated.** Examples include the existing and proposed park inventory, the proposed facility map, and level of service standards. The proposed new chapter gives a broad overview outlining the vision, goals and policies, and refers the reader to the PAR Plan for more details [about parks planning in general](#) to make the Comprehensive Plan more concise and readable:

- Make updates of inventories and standards easier
- Avoid discrepancies between information that has been updated in one place but not elsewhere.

There are 52 parks and open spaces in the City of Olympia that ~~give us provide~~ a variety of opportunities to enjoy the outdoors from hiking in Watershed Park, to keeping cool in the Heritage Park Fountain, to strolling along Percival Landing, to getting married in the Rose Garden at Priest Point Park. Despite the number of parks we have, however, there are still unmet needs, such as soccer fields, dog parks, community gardens, bike and nature trails, ~~and~~ open space, ~~and wildlife habitat~~. For ~~a complete the 2010~~ inventory of ~~all~~ existing park, recreation and open space lands in Olympia see the [Parks, Arts and Recreation Plan](#) .



City of Olympia | Capital of Washington State

Olympia Area

Parks and Trails

City Council Public Hearing Draft, 2014

 Chehalis Western Trail

 City Parks

[View Map - Olympia Area Parks and Trails](#)

Over the next 20 years, Olympia will face a number of challenges as it works to meet the demand for parks and open space:

- **Funding for Large Capital Projects.** Current funding is not adequate to complete the Percival Landing project and the Isthmus gateway, acquire and develop a 40-acre community park, and complete the West Bay Park and Trail. These are all multi-million dollar projects.
- **Acquiring Land for New Parks.** As our population increases we will need more parks and open space to maintain the same [level of service](#) standards, yet less land and fewer large parcels will be available. [Demands for open space will be even further intensified to the extent that development occurs on parcels that are currently used as de facto wildlife habitat and trails, such as the 150 acres around LBA Park.](#)
- **Maintaining an Aging Infrastructure.** As Olympia's park infrastructure ages, it becomes more important, and more expensive, to maintain.

Maintaining the quality of Olympia's parks and recreation system [SHARE](#)

Level of Service Standards [SHARE](#)

The Parks and Recreation Plan:

Every six years, the City undertakes an extensive public outreach effort to update its [Parks, Arts and Recreation Plan](#). During this time, citizens have an opportunity to share what they want from our park system, and our arts and recreation needs, which are used to update Olympia's park [level of service](#) standards. [Level of service](#) standards are referred to as "Target Outcome Ratios in the [Parks, Arts and Recreation Plan](#)". These standards -- the ratio of developed park land per 1,000 residents --- are used to evaluate the need to acquire more park land or build more recreation facilities.

The [Capital Facilities Plan](#):

The [Capital Facilities Plan](#) describes how the City finances new park acquisition and development, which is funded by a variety of sources including the two percent private utility tax, park impact fees, Washington's [State Environmental Policy Act](#) (SEPA) [mitigation](#) fees, grants and donations. While most of the park projects proposed in the [Parks, Arts and Recreation Plan](#) already have identified funding sources, some do not.

Neighborhood Parks [SHARE](#)

A Neighborhood Park is usually a small playground and open area designed primarily for non-supervised, non-organized recreational activities. A typical Neighborhood Park might include a children's playground, a picnic shelter, a restroom, and open grass areas for passive and active use. These parks also may include trails, tennis courts, basketball courts, skate courts, public art, and community gardens. Since each Neighborhood Park is unique, residents will often travel throughout the City to experience a variety of them. The service area for Neighborhood Parks is thus the entire City and its [Urban Growth Area](#).



Neighborhood parks such as Lion's Park provide nearby places to be active.

There are currently 23 Neighborhood Parks in Olympia totaling 69 acres. As Olympia's population grows, some of our Neighborhood Parks are nearing [capacity](#). To address this, the City estimates that it needs to acquire three additional Neighborhood Park sites totaling approximately 11 acres within 10 years. This is also consistent with the goal expressed in the [Parks, Arts and Recreation Plan](#) of having a neighborhood park within one mile of all residences.

For more information on the Neighborhood Park standard see the [Parks, Arts and Recreation Plan](#).

Community Parks [SHARE](#)

Community Parks are designed to serve the larger community, and are either athletic fields or sites that have a special focus.

Athletic field space can range from a single field at a park to a multiple-field complex. Large athletic field complexes are the most cost-effective for efficient scheduling and maintenance. Though they are designed for

organized activities and sports, individual and family activities are also encouraged. Athletic field complexes bring large groups together and require more facilities, such as parking, restrooms and picnic shelters. Olympia's three existing athletic field complexes are: LBA Park, Yauger Park and Stevens Field. Combined, these parks total 75 acres.

Other Community Parks may have a special focus, such as a waterfront, garden, or water feature. Some examples include the Heritage Park Fountain, Yashiro Japanese Garden, and Percival Landing.



Community parks add to Olympia's vitality (Percival Landing).

Olympia provides athletic fields through a combination of City parks and school fields. But there still is a need for additional rectangular fields. In recent years, soccer groups have been turned away and have used fields available in other jurisdictions. Some athletic fields have been so over-used that they cannot recover for the following season, which is leading to long-term deterioration. While the City will continue its efforts to acquire large parcels for future athletic field complexes, it recognizes that with very few large undeveloped parcels available, it may be necessary to meet the future athletic field need with single fields at multiple parks.

Community Parks also can have special features such as off-leash dog areas, bicycle courses, freshwater swim beaches, waterfront access and community gardens. Based on community needs, Olympia will also need to add additional Community Park acreage to provide for these desired recreational amenities.

For organized sports, it matters less where the player lives, but rather where a game is scheduled. Much like a transit system or library system that is "area-wide", Community Parks serve the entire Olympia [urban growth area](#). Thus the service area for Community Parks is defined as being all of Olympia and all of Olympia's [urban growth area](#).

The Community Park [level of service](#) standard is determined by analyzing athletic field and non-athletic field community needs separately. The City estimates that it needs two additional athletic field oriented community parks totaling 63 acres and 7 special-use oriented community parks totaling 29 acres to meet the demand for Community Parks within 10 years. For more information on the [2010](#) Community Park standard see the [Parks, Arts and Recreation Plan](#).

Open Space [SHARE](#)

Open Space is defined as primarily undeveloped land set aside for citizens to enjoy nature and to protect the natural character of Olympia's landscape. It may include trails; wetlands; wetland buffers; stream or river corridors and aquatic habitat; forested or upland wildlife areas; ravines, bluffs, or other geologically hazardous areas; prairies/meadows; and undeveloped [natural](#) areas within existing parks. Trail development to allow passive recreation such as nature observation and hiking is encouraged in these areas, except in cases where wildlife conservation is the primary function. Parking and trailhead facilities such as restrooms, information kiosks and environmental education facilities are also appropriate.

(Note that the term "Open Space" as used in this chapter has a more specific meaning than as used in the [Natural Environment](#) Chapter pursuant to RCW [36.70A.160](#)).



Open spaces such as Mission Creek Nature Park provide opportunities to experience nature within the city.

Research has shown that residents are willing to travel across town looking for the special and unique features associated with one Open Space in particular. For instance, Watershed Park provides walking trails in a stream and wetland complex while Priest Point Park provides saltwater beach access and old growth forests. Much like a transit system or library system that is "area-wide", Open Spaces serve the entire Olympia [urban growth](#)

Comment [LBAWPC1]: It is not clear what these definitions are and what the difference in definition may be. Where is "open space" defined in "this chapter"? Please clarify and explain whether the Parks definition of "open space" is more or less restrictive than this RCW, and if so, in what specific respects.

area. Thus the service area for Open Space is defined as being all of Olympia and all of Olympia's urban growth area.

~~A significant body of new scientific research has also shown that larger forest parcels provide significant health benefits. The studies have documented: immune system boost, lower blood pressure, reduced stress, improved mood; increased ability to focus (even in children with ADHD), accelerated recovery from surgery or illness, increased energy level, improved sleep. See <http://www.dec.ny.gov/lands/90720.html>; <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2793347/>. Larger forest parcels also have significant value for preserving habitat and forest canopy within the City, which a recent City study determined has significantly decreased since 1994. See http://olympiawa.gov/~media/Files/HumanResources/Neogov/Habitat%20and%20Stewardship%20Strategy-Preliminary%20Draft%20and%20Appendix%20B_12-27-13.pdf.~~

Olympia already has a substantial inventory of Open Space acreage. Priest Point Park, Grass Lake Refuge, and Watershed Park alone comprise over 630 acres. To retain the current ratio of Open Space to population would require acquiring approximately 140 more acres to the inventory every 10 years. ~~Lack of growing scarcity of available land parcels makes acquisition time sensitive, and insufficient funding makes this unfeasible. In 2004, the citizens voted for a 2% utility tax which raises about \$2 million per year for parks and at that time gave priority in funding to acquisition of park lands, primarily open space, while those lands are still available. Yet,~~ Open space has a very high value to Olympia residents. At the Parks, Arts & Recreation public workshops related to parks planning, when people were asked, "What parks, arts or recreation experience do you value most?" the number one response was "nature."

~~Four Open Space projects totaling 111 acres are therefore proposed for development within the next 10 years. While this will result in a slightly lower ratio of Open Space to population in 10 years, these projects will be valuable additions to Olympia's Open Space inventory and will help address the impact of projected population growth on the Open Space system. For more information on the Open Space standard see the [Parks, Arts and Recreation Plan](#).~~

The level of service standards outlined ~~in the updated PAR Plan~~ above and the following goals and policies will guide Olympia's park system towards achieving its vision over the next 20 years.

Goals and Policies **GR3**

A sustainable park system meets community recreation needs and Level of Service standards.

PR3.1 Provide parks in close proximity to all residents.

Change:
Expands on current policy that calls for areas for passive recreation.

Comment [LBAWPC2]: The 2010 Park Plan is being updated. It cannot be assumed that its policies on open space will be carried forward without revision

PR3.2 Ensure that Olympia's park system includes opportunities for its citizens to experience nature and solitude as a healthy escape from the fast pace of urban life.

PR3.3 Preserve and enhance scenic views and significant historic sites within Olympia's park system.

PR3.4 Identify and acquire future park and open space sites in the [Urban Growth Area as well as the City](#).


PR3.5 Beautify entry corridors to our City and our neighborhoods, giving priority to street beautification downtown and along [Urban Corridors](#).


PR3.6 Continue to collect park impact fees within the Olympia City Limits and SEPA-based [mitigation](#) fees in the Olympia [Urban Growth Areas](#) so new development pays its fair share to the park and open space system based on its proportionate share of impact. Work with Thurston County to devise an alternative system for funding parks and open space in the [unincorporated](#) Urban Growth Area.

PR3.7 During development review, if consistent with park [level of service](#) standards or other needs, encourage developers to dedicate land for future parks, open space, and recreation facilities.

PR3.8 Develop parks or plazas near [Urban Corridors](#).

GR4

An urban trails system interconnects parks, schools, neighborhoods, open spaces, historical settings, neighboring jurisdictions' trails systems, important public facilities, and employment centers via both on- and off-street trails. 

PR4.1 Coordinate with adjacent jurisdictions and State agencies to build a regional trail network and coordinated trail signage program that is consistent with the [Thurston Regional Trails Plan](#) .

PR4.2 Use existing rail, utility, and unopened street rights-of-way, alleys, streams (where environmentally sound), and other corridors for urban trails.

PR4.3 Preserve unimproved public rights-of-way for important open space, greenway linkages, and trails.


PR4.4 Encourage walking [running](#), and bicycling for recreation and transportation purposes by linking parks to walking [and running](#) routes, streets and trails [and providing trails that are proximate to population centers and are within natural environments](#).

PR4.5 When located in areas where future trails are shown on the adopted map, ensure that new development provides appropriate pieces of the trail system using impact fees, the SEPA process, trail Right-of-Way dedication, or other means.

Change:

The following waterfront-related goal and policies are a combination of existing Comprehensive Plan policies, Parks Plan policies, and a proposed Comprehensive Plan amendment from Friends of the Waterfront.


GR5

A lively public waterfront contributes to a vibrant Olympia. 

PR5.1 Complete Percival Landing reconstruction and West Bay Park construction.

PR5.2 Encourage creation of a public shoreline trail as property north of West Bay Park is developed.


PR5.3 Develop a West Bay trail alignment that follows the shoreline and connects to Deschutes Parkway to the south.

PR5.4 Designate waterfront trails and important waterfront destinations as the "Olympia Waterfront Route" as outlined in the [Thurston Regional Trails Plan](#) .

PR5.5 Encourage the acquisition of saltwater shoreline property and easements to create more public access to the waterfront.

PR5.6 Preserve street rights-of-way when they extend to shorelands and install signs that indicate public access.

GR6

Olympia's parks, arts and recreation system investments are protected. 

Change:

New policy reflecting new asset management program.

PR6.1 Continue to implement and refine the City-wide Asset Management Program to make sure the City's public facilities remain functional and safe for as long as they were designed for.

Change:

New Policy regarding funding.

PR6.2 Establish a dedicated and **sustainable** funding source for maintaining City parks, landscape medians, roundabouts, entry corridors, street trees, City buildings, and other landscaped areas in street rights-of-way.

Change:

New policy regarding asset protection.

PR6.3Protect the City's investment from damage by vandalism, encampments, and other misuse in a manner that preserves the intended purpose.

PR6.4Consider regional approaches to funding major recreational facilities, such as swimming pools, regional trails, art centers, and tournament-level athletic fields.

PR6.5Establish a strategy for funding maintenance and operation of new park facilities before they are developed.

Arts 

Olympia is now home to approximately 2,500 individual artists and almost 100 arts organizations and venues. Our resident artists are musicians, writers, actors, and visual artists who are both nationally known and emerging. Olympia hosts award-winning theater, ground breaking music performances, the Procession of the Species, and a strong visual arts community that ranges from informal artists to those with nationwide gallery representation.



Arts Walk is one of the largest public events in the community and a source of civic spirit and pride.


Over the next 20 years, Olympia will face two challenges:

- **Creating an Arts Center.** In 1989, the City first identified a need for a regional arts center with exhibition space, working studios, and rehearsal space for regional artists.

- **Retaining Artists.** Social and economic factors such as cost of living, affordable housing, and stable economy may make it harder for Olympia to retain its artists.

Goals and Policies 

GR7

Permanent and temporary public art is located in parks, sidewalks, roundabouts, public buildings, alleys and other public spaces. 

PR7.1 Include diverse works of art.

PR7.2 Ensure opportunities and participation by local, regional and national artists.

PR7.3 Use public art to create unique community places and visible landmarks.

PR7.4 Incorporate art into public spaces such as sidewalks, bridges, parking meters, tree grates, buildings, benches, bike racks and transit stops.

PR7.5 Encourage community participation at all levels of the public art process.

PR7.6 Ensure our public art collection is regularly maintained so it retains its beauty and value.

Change:

New policy in support of the arts.

PR7.7 Encourage art in vacant storefronts.

Change:

New policy in support of the arts.

PR7.8 Encourage neighborhood art studios.

Change:

New policy in support of the arts.

PR7.9 Support art installations that produce solar or wind generated energy.

PR7.10 Help artists, organizations and businesses identify possible locations in commercial areas for studios and exhibition space.

PR7.11 Establish an "art in city buildings" program that would host rotating art exhibits.

GR8

Arts in Olympia are supported. 

Change:

A new policy for a new arts space.

PR8.1 Pursue a regional community arts center.

Change:

A new policy with details added by Planning Commission.

PR8.2 Pursue affordable housing and studio/rehearsal space for artists, including support for, or participation in, establishing or constructing buildings or sections of buildings that provide living, work and gallery space exclusively for artists.

PR8.3 Encourage broad arts participation in the community.

PR8.4 Provide opportunities for the public to learn about and engage in the art-making process.

PR8.5 Provide opportunities that highlight the talent of visual, literary and performing artists.

PR8.6 Provide technical support to art organizations.

Change:

New policy to support the arts downtown.

PR8.7 Establish and promote a theater and entertainment district in downtown Olympia.

PR8.8 Create a range of opportunities for the public to interact with art; from small workshops to large community events.

Change:

A new policy of reaching out to youth.

PR8.9 Encourage early arts education opportunities.

Recreation 

The City's recreation programs promote physical and mental well-being, bring citizens together in a positive, supportive, and fun atmosphere, and create memorable experiences for individuals and families. The City offers traditional programs such as sports leagues, youth camps and clinics, and special interest classes. It also responds to emerging recreational interests, such as the Ultimate Frisbee league, high-energy dance classes, and community gardens. In 2010, approximately 400 teams participated in City sports leagues, more than 4,000 citizens took a leisure recreation class, and more than 1,500 kids and teens participated in camp

programs. In addition to enhancing participants' wellness, people who participate in these programs also gain a sense of belonging to the community.



Recreation Programs foster community health and wellness ("Kids Love Soccer" Program).

Olympia's recreation programs face the following challenges:

- **Activating our Community.** Our sedentary lifestyles are contributing to health problems. The City must find places and programs that can compete with the ease and simplicity of TV and computers for our time and attention
- **Connecting with Nature.** Our electronic toys and indoor jobs have created a culture less connected to nature. If our residents are not connected to nature it will become increasingly difficult for them to understand or embrace environmental **stewardship**
- An aging population that's ready for action: Between 2010 and 2030, Olympia's senior population is projected to double. But the seniors of the future are likely to be more active and adventurous than in prior generations. Olympia's recreation programs need to embrace this trend.

The following goals and policies will shape how Olympia's recreation program evolves over the next 20 years.

Goals and Policies + SHARE

[Change:](#)

New wellness goal with related policies.

GR9

Olympians enjoy lifelong happiness and wellness. + SHARE

[Change:](#)

"Healthy food choices" added to existing policy language regarding healthy lifestyle.

PR9.1 Provide opportunities that promote a mentally and physically active lifestyle and healthy food choices, including participation in local food production.

Change:

New policy regarding City programs.

PR9.2 Provide programs and facilities that stimulate creative and competitive play for all ages.

PR9.3 Provide programs, facilities, and community events that support diverse self-expression.

Change:

New policy regarding City programs.

PR9.4 Provide opportunities for bringing balance, relaxation, and lifelong learning into one's life.

GR10

Families recreate together. 

PR10.1 Enhance recreation opportunities for the Olympia area's physically and mentally disabled populations.

Change:

New policy regarding recreation for everyone.

PR10.2 Provide recreational opportunities for all family structures.

PR10.3 Work towards providing recreation programs that are affordable and available to all citizens.

PR10.4 Provide parks and programs to serve people of all ages, and with many different abilities, and interests.



Change:







New policy regarding blending all ages.

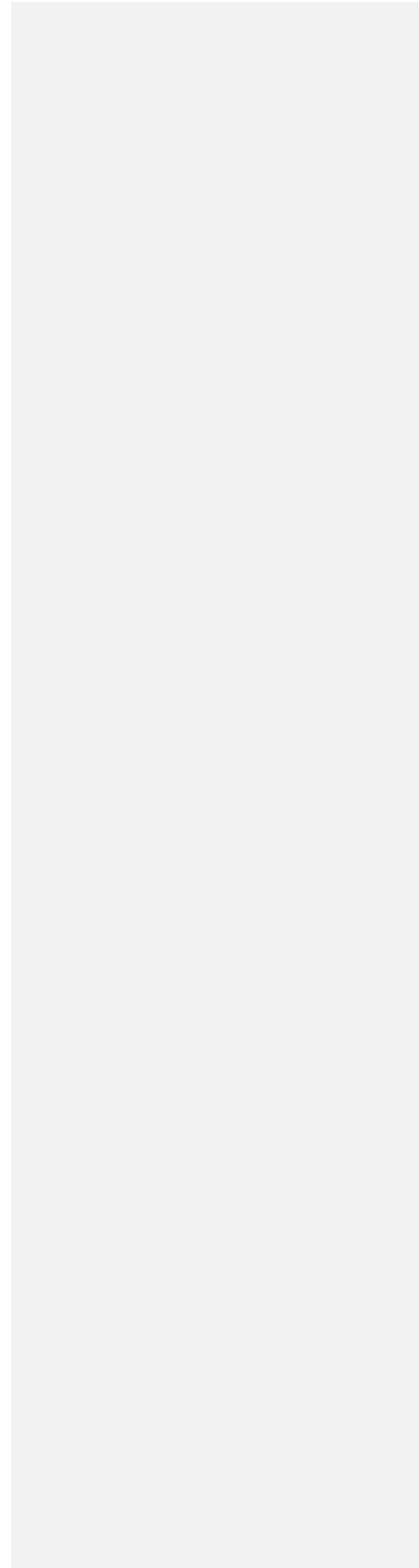
PR10.5 Develop programs and design park facilities that encourage activities people can do together regardless of their age.

PR10.6 Provide convenient, safe, active, outdoor recreation experiences suited for families.

For More Information 

- [Parks, Arts and Recreation Plan](#) 
- Olympia's [Capital Facilities Plan](#)  shows how park projects will be funded during a six year period

- For a complete list of all of Olympia's parks and trails, see [Parks and Trails](#) 
- For a comprehensive look at regional trail planning, see the [Thurston Regional Trails Plan](#) 
- Arts and music resource guides can be found at [Arts Resources](#) 
- Information on the City's Public Art Collection can be found at [Public Art](#) 
- In 2007, the Art's Commission participated in an [Arts Center Feasibility Study](#) 
- To learn more about the City of Olympia's recreational programs and classes, see [Recreation](#) 



Nancy Lenzi

From: rich <richchristian1105@gmail.com>
Sent: Thursday, July 24, 2014 9:50 AM
To: ImagineOlympia
Subject: Comprehensive Plan

The great cities of the world all followed a master plan, not a state required comprehensive plan. The process used to develop the comprehensive plan was flawed in that it does not meet the expectations of the citizens of Olympia and should not be adopted. The comprehensive plan does not reflect a vision and does not indicate how Olympia will look.

Olympia desperately needs to take advantage of the unique opportunities that exist today to determine a future for Olympia that would make it as attractive as Victoria or Portland. We have the natural beauty available, at no cost, which could be exploited by a well designed master plan.

Olympia is a diamond in the rough waiting for the right kind of development to make it attractive. It will never become attractive without professional guidance.

The comprehensive plan does not provide the necessary guidance. It relies on the developers to determine the outcome which will be a chaotic design mess.

An ugly city will never attract beautiful development, it will only attract ugly, incongruous, and cheap development.

The US Congress created the National Park System to prevent chaotic development and despoilment of the natural beauty.

It is not realistic to expect private developers to do the cities work for them of designing a congruent city plan and the city cannot hope to control unbridled development with the limitation of the comprehensive plan in their back pocket.

A master plan is a strategic plan. A comprehensive plan is a tactical plan. They are not the same.

I am requesting the completion of a Master Plan prior to the adoption of the comprehensive plan. This cannot be completed with in-house staff. This will require submittals from qualified professional through the RFQ process. The proposed comprehensive plan can be amended to read that all future development shall conform to the proposed master plan for the city.

A master plan would set a guideline for the comprehensive plan to follow.

You cannot not expect to get anywhere without a pathway to get there.

Please consider developing a vision for how Olympia will appear by retaining a qualified professional design firm to develop a master plan for the city of Olympia, similar to the one that was originally developed for the capital campus. We have a starting point.

Please use your leadership positions to help direct the future of Olympia.

Thank you.

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:01 PM
To: ImagineOlympia
Subject: Comp Plan Comment

Planning staff --

This will be the first of a number of emails I will be sending with Comp Plan comments.

I'm sending them individually or in small batches to facilitate processing.

This, first one is the one I intended to deliver orally at the council hearing, but I ran out of time.

Pictures.

City officials remind the public regularly that the city is short of funds, which it certainly is. Yet this comp plan is bulked up with lots and lots of nice photos that add nothing other than expense. Pictures could be helpful if they illustrated important concepts that are unfamiliar to the public, but the pictures in this publication are just kids on bikes and the like. They provide no information, just drive up the cost of producing and printing it. You could save dozens of pages by eliminating the photos. We know what kids on bikes look like. We don't need a picture.

And as to the suggestion that pictures make the document more attractive and therefore more likely to be read, I think not. This is not a magazine that people read. It is a compendium of policies to which people go for information on specific aspects of city government.

Please just drop the pictures. The staff expenditures are sunk. But at least you can save some money on printing.

Thank you,
Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:19 PM
To: ImagineOlympia
Subject: comp plan comments

PP7.4, approximately page 32, I think is obsolete or about to become so.

I think the city has or will soon eliminate all the unincorporated islands.

And creation of new unincorporated islands will not be allowed because this would violate the Growth Management Act.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 8:46 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 69, under the Introduction to the Land Use and Urban Design chapter, near the end, is a paragraph that starts "The Future Land Use Map". This paragraph says that lines on the future land use map are approximate. I suggest most strongly that these lines be exact. Approximate lines just create confusion.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 9:27 PM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 115, under the heading of Sub-Area Planning, paragraph 2 contains numbers that don't add up. Twelve planning areas of five to ten thousand residents each would be 60,000 to 120,000 residents, far more than we have or are planning for.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Sunday, August 03, 2014 10:27 PM
To: ImagineOlympia
Subject: comp plan comments

On approximately p. 255, there are two items headed PU11.6.

The first of these should be deleted, because it is an exact duplicate of PU 11.8

Then edit PU 11.8. The second part of this item does not match the first.

Bob Jacobs

Karen Kenneson

From: JacobsOly@aol.com
Sent: Monday, August 04, 2014 11:44 AM
To: ImagineOlympia
Subject: comp plan comments

On approx. p. 308, there is a chart that displays number of employees and average wages by industry. It has no heading.

This chart really needs a heading.

Perhaps something like "Thurston County Employment Data, 2012".

Bob Jacobs

Karen Kenneson

From: Tim Walker <zephyrsedan@yahoo.com>
Sent: Tuesday, August 05, 2014 10:52 AM
To: ImagineOlympia
Subject: the comp plan for olympia

We the tax payers have grave concerns about this plan if it can be called that. First and foremost this plan says nothing and does nothing for our downtown . So the name on the plan is misleading to say the least. Next we come to informing the public accurately and truthfully of what and how the end product will look. (ie to scale visuelle images) I had to do this just to remodel my home yet nothing of the kind has been done on this project. WHY? Next, who will benefit the most dollar wise here. The developers first and the city coffers next is what normally happens with the tax payer once again taking the hit in higher taxes on there homes , higer sales tax on there merchindise and higher rates on city utilities and services. Lott can't handle all the wast now and you want to add twenty thuosand more people ? That sounds kind of odd to common sence. In other cities that have tried this the building remain mostly empty or rented at a subsidized rate to

become another slum in what was once a vibrant neighborhood. All you need to do to grasp what is in store with this plan is take a look at our close prox. housing projects around the south sound that are ageing. they are mostly rentals and becoming less desirable to live in by the day. Please look into this matter with no bias and from all angles. Thankyou, Tim Walker

Karen Kenneson

From: kraig chalem <kchalem@yahoo.com>
Sent: Tuesday, August 05, 2014 4:38 PM
To: ImagineOlympia; CityCouncil
Subject: Comments to the Draft Comprehensive Plan

Dear City Council,

I have been a resident of Olympia for almost 15 years and in the past been very active in city government. After viewing and reading several of the comments, and viewing video of public comments on-line. I am convinced that, with few exceptions, there is a vast gap between the public at large and city staff's ability to relate sophisticated concepts explain city functions, and how they achieve the goals outlined in the Comprehensive Plan. Many comments were simply objections to potential outcomes like opening Decateur Street to help relieve the failing performance at Cooper Point and Black Lake. Others demonstrated caustic distrust of city staff. Others simply demonstrate a lack of understanding of regulatory requirements and limitations. The City could and should retain, and take advantage personnel currently employed, and hire those with the education and training best suited to meet the needs of the community and achieve the proper intent of the Comprehensive Plan.

Since 2000 municipalities have been hard hit by economic downturns. Thereby forced to do more with less. Many jurisdictions have dealt with the crisis by cutting services, others by offering tax incentives, or relaxing development regulations to attract revenue from private investment. Still others employ raising taxes, technologic innovations, efficiency management techniques, and privatization of city services in order to alleviate administrative cost. Some innovative communities have employed a wise balance of all these methods, AND done so with the consent of their citizens thereby accessing the citizens as a resource in and of themselves, and giving them an opportunity to take ownership as a whole and demonstrate their level of commitment and involvement.

For instance, New York City opened their geographic information data bases to web developers for the purpose of developing an Ap that assisted drivers in finding parking spaces within walking distance of their destination. The City of Boulder Colorado invested in an interconnected urban trail system to get people out of their cars and highlight open spaces. (The reality being that without separation from vehicular lanes cycling is high risk. Not to mention acquiring the additional right-of-way to achieve this is clearly prohibitive.) Other jurisdictions share all of their information openly on-line controlling access permissions in efforts to be completely transparent, with the added benefit of making it easy for their customers and citizens to perform their own research on various topics and freeing staff expense to just answering questions at the counter, returning phone messages, or responding to e-mails when they could be performing reviews uninterrupted and achieving mandated process review time lines.

Now the City of Olympia does do some of these things, and there has been opportunity and conversations (and still are) to make do with the resources at the City's disposal now. I firmly believe that the City should make concerted efforts to take advantage of (without taking for granted) staff that is properly educated, trained and provided with the resources necessary to develop innovative trials and solutions. These and many more benefits can be realized by on-going public education programs, technologic tools, and accessing the knowledge of the community that truly reflects the

interest of all people locally, regionally, and beyond; and not just those few squeaky wheels with time and money on their hands pushing private agendas.

Unfortunately, after four years (longer than any other jurisdiction in the State of Washington, as was the Shoreline Master Plan update) the Council appears poised to approve a plan that may be inherently flawed due to lack of clear policies that enroll the public in effective education, communication, and collaborative action. After this amount of time it is difficult to even offer a reasonable suggestion as to how the Council should proceed. However, I do have one simple suggestion, and that would be for the City to conduct a simple random sample survey of more than one thousand complete responses from City of Olympia citizens to a question like: Are you aware of the current proposed Comprehensive Plan Draft, and understand its impacts; and do you feel that you have had the opportunity to participate in its development? If more than fifty percent of the participants respond in the affirmative then I would imagine the City Council and staff would feel confident, justified, and rewarded for their efforts.

Should the Draft Plan be approved and move forward, I would like to make some suggestions. I have many, many more, but not the time to outline them all. Below are some suggestions that further the points outlined above. Many of the recommendation may be considered future "Implementation Strategies". However, I know that they have been brought to the attention of city staff quite some time ago, and could have been implemented at nominal cost in comparison to the expenses incurred over the past four to five years. I believe that if they had much of the current confusion, divisiveness, and misunderstandings expressed by various groups and individuals could have been avoided, saving both time and money. I hope that you will take the time to sincerely review these suggestions with an open mind. I would also appreciate a response to these comments from the appropriate person. Thank you for your time and service.

Yours Truly,

Kroydan 'Kraig' Chalem

The following is a short list of recommendations that may be implemented to ensure public understanding and support of community efforts, and city staff.

- *It may be a good idea if the plan and the regulations were married by cross referencing each in the body of the respective document. For instance, at the end regulation sections the applicable comprehensive goal and policy and could be listed. Visa-versa, at the end of each goal and policy the regulation section could be referenced. It could look something like 'See OMC 18.04.060.xxx', or 'See GNx'. This would provide easy cross reference for readers and staff alike saving time and ultimately money.*
- *Allow access to the City's Zoom and Permit tracking system so that interested parties can easily access information for their specific topic, and avoid the time of cost of sifting through information or the risk of misinterpreting requests. I believe this could be done with something similar to a "Test Environment" where access is granted without the ability to alter information.*
- *The Public Participation Process could be meaningfully enhanced by providing on-going education classes hosted by topic by appropriate staff covering fields such as transportation, water, code enforcement, and land use regulation. These "classes" could be regularly and rotating. They could be provided in the evenings quarterly at the Community Center, neighborhood meetings, engaged as guest speakers in local area schools civics classes. Materials can be developed and distributed at each that direct interested parties to their particular topic of interest, and a dedicated web location where specific questions could be divined by an questionnaire and farmed out equitably to appropriate staff automatically.*

- *Provide training and cross training opportunities to all city staff so that they may be better equipped to articulate the rationale and function of city goals, policies, procedures, and functions. It has been surprising at times that city staff members have been unable to articulate the purpose and how it's done. Many professional organizations provide this type of training not only for the external customer. Cross training provides work groups the ability to gauge when it is necessary to enroll others for help, and when and where others can contribute in developing programs that enhance city services or efficiencies.*
- *Provide city staff with the ability to highlight their qualifications, and share information from their particular area of expertise. I have noticed that many jurisdictions provide photos, bios, contact information, etc. on-line. Perhaps even the ability for city staff (if interested) to blog about their projects, community participation, or studies and research.*
- *Always make it easy to volunteer.*

Karen Kenneson

From: Thera Black <thera.black@comcast.net>
Sent: Tuesday, August 05, 2014 3:39 PM
To: ImagineOlympia
Subject: Draft Comp Plan Comments

To the members of Olympia City Council, the Planning Commission, and the City's hard-working staff –

These comments on the draft Comprehensive Plan are my own and in no way represent the viewpoints of my Council or my colleagues. A resident since 1987 with a strong personal interest in community development and the evolution of urban places, I feel compelled to share my own thoughts about the draft plan, the process, and the future it seems to imply.

On my way home from Burlington, Vermont I reread the draft plan, pondering how to frame my comments to those of you who will read or respond to them. General concerns, or specific details? Focus on the forest, or focus on the trees? At this stage of a very long five-year process, I think we have to focus on the big picture and wrap this thing up.

I've struggled to understand why this entire process has been so labored. Thousands of hours of time on the part of Planning Commissioners, staff, and Council members have gone into this draft. Thousands of hours of time on the part of citizens have been spent in shaping the issues and language and intent embodied in this draft. Yet, it falls flat in inspiring me about the City's future and raises serious questions about the feasibility of the prescriptions it imposes.

Perhaps it was the timing, returning as I was from a dynamic and thriving little city, but suddenly I realized what is so evident and has been so vexing to me over the last few draft iterations. The Land Use element reads as if it were written and strongly influenced by people who don't like the kinds of places called for in the Comp Plan – or at least, not here in Olympia. Maybe they cannot fathom how it is that a place transitions over time and so fear those things they can't control. Whatever the reason, the people who drafted the language in this draft plan are not boosters of local urbanism. That is reflected in the goals and policies and in the various descriptions, and it severely affects the viability of plan implementation.

If those who write the goals and policies don't actually like the kinds of places envisioned, then it's unlikely those goals and policies will be effective in making these places real.

That is the case with urban corridors and anything related to urban places. The Plan does not present them as the kind of desirable places that people get excited about; it treats them as the kind of places people fear and distrust and try to prevent. The Plan seems to imply that increasing urbanism is a problem to protect people from, not the foundation for strategic solutions that help us achieve many of our shared goals.

The plan doesn't acknowledge that we are naïve about what it takes to convert our ambitious visions into any kind of reality. Instead, knowing virtually nothing about the how's, why's, when's and where's of real estate development, this plan prescribes specific details that are not backed up by any market analysis or financial feasibility to determine whether or not these details are counter-productive. The level of detail in the Land Use element is seemingly the outline of the zoning ordinance yet for all of that detail there is no analysis of whether all of this is even possible. Interestingly, for all the detail about what is allowed, not allowed, required, means to protect established neighborhoods, etc, I found very little that actually speaks to the functionality and quality of the place Olympia will be in 2050, its practical character, the opportunities it will afford to the people who live and work here. It is heavy on details but not the kind of details that most people assume when thinking about vision and long-range framework. Reading this plan, someone could assume that the most important things to us are 35' height limits (not beautiful and functional, well-located architecture) and vistas of everything from everywhere. Is that all that really matters to us?

What would it take to make this plan actually happen? What parts of it are feasible and how much of it is a pie-in-the-sky wish? Which is which?

While this is intended as a plan for the city of Olympia it actually reads and appears to be more of a plan for downtown and the older, "established" neighborhoods that are to be protected (which begs the question, from what?). Try as I may, I never found goals and policies that speak to places like Evergreen Villages, old neighborhoods along Fones Road, or even the dilapidated places within our established neighborhoods that just might benefit from a little upgrade to that historic character. Which leads me to a troubling observation that has been difficult to shake.

I sat through many discussions of the Planning Commission that drafted the language in this plan, and listened carefully to the issues and concerns expressed about urban corridors in particular. Great protest was made that increasing activities along urban corridors as called for in regional transportation and sustainability plans would create harmful air quality impacts for the people who already live there; much of the urban corridors opposition was based on concern for public health. Those impacts were reputed to outweigh combined benefits – health and environmental – of realizing a somewhat more urbanized character over the next several decades along 4th, State, and parts of Harrison.

Oddly, there was no such outcry expressed about the air quality impacts associated with the recommended location of most future housing into one of three designated areas – downtown (up to 25%, somehow), and two auto-oriented, regionally significant highway-interchange locations. For some reason the health impacts of locating most of the City’s future housing into the Capital Mall triangle and the Pacific/Martin/Lilly Road triangle - two areas that experience some of the highest traffic volumes and idling in the city, much more than what is experienced on 4th, State, Harrison, or Capital Way – the health impacts to those people were not a point of concern.

This social equity point was driven home by the definition of and emphasis on eight “gateways” into downtown Olympia. Most future housing, if all goes according to this plan, will be located outside those gateways. The plan locates gateways all over place but conveniently excludes the majority of people who will move here in the future (and most who’ve moved here in the last 20 years).

It’s a powerful statement about who belongs and who doesn’t, whose quality of life matters the most and whose is most negotiable. It’s not a flattering statement about how the city intends to grow over the next couple of generations or its attitudes towards inclusiveness.

I was told more than once that “those people” had an opportunity to participate but they didn’t and so they forfeit their voice – the spoils go to those who show up and participate. That is where a well-intentioned public process may have had unintended consequences. This Comp Plan process – the duration, the level of detail included in a guiding/visionary document, the time and resources required to stay informed and engaged throughout – is well-suited to the interests of only a very small number of area residents. It dissuades all but the most determined residents from staying involved, being informed, and making their own decisions. How representative of the general populace are the small number of familiar faces that regularly attend Planning Commission meetings, provide draft language and input throughout the process, and frankly, dominate the public discourse about how Olympia will grow?

Where is the voice of the business community? What about the people who we need to create jobs and economic opportunities to support this future? What about the people who will – or will not – build the kind of places we envision for our future?

Just as the process discourages the “average person” from participating, so too does the process discourage participation by most in the private sector, especially those in the development community. This is ironic given this city’s celebration of its commitment to local businesses and its local economy – it seems that local businesses are welcome in Olympia unless those local businesses are engaged in the building, financing, or marketing of the built environment envisioned in the Comp Plan. Tired rhetoric, distorted facts, and vitriolic opposition hamper our ability to establish productive and trusting partnerships with the private sector. Our positions about heights and vistas will dictate the terms of the investment opportunities we face. If it doesn’t pencil out, it won’t be built. We delight in challenging the veracity of numbers used in market feasibility analysis even though we don’t have even a rudimentary understanding of the basic discipline of the pro forma process itself! Imagine what we can do together if only we could get past this.

The process that got us to this point raises questions about our ability to think pragmatically about our future and how we will get from “here” to “there.” We are challenged, going forward, to imbue some sense of financial practicality into our thinking. We are challenged to look objectively at our history, how we got to where we are, and to define a practical path forward given the givens.

This Planning Commission faces the unenviable task of translating complex and often contradictory goals and policies in this draft plan into implementing regulations that are fair and equitable for all. They are challenged to come up with strategies to achieve key community objectives that are based on reasonable assumptions. They have to turn this big wish list of things that people want, unfettered by financial or constitutional realities, or the need to reconcile competing values, it into a plausible way forward. They have my confidence that they can do this, if we the people will let them.

Whether we like it or not, growth is the ingredient that’s going to help us transform some parts of our community into places with a lighter per capita footprint, help us provide more people with more opportunities and make better uses of our existing resources, and support a more robust, resilient, and sustainable future.

This is my city, my home, the place where I hope to grow old and raise my dog. I can’t help but believe that we can do better. Let’s wrap up this plan, and get on with our future.

Sincerely,

Thera Black

1905 Conger Avenue NW

Oly

Karen Kenneson

From: Dean Schwickerath <deananddiane@gmail.com>
Sent: Tuesday, August 05, 2014 4:17 PM
To: ImagineOlympia
Subject: Comments concerning the Comprehensive Plan

I thank you for the opportunity to comment to our Comprehensive Plan Update. The Comp Plan expresses the community's vision and goals and sets policy direction for the next 20 years so it is vital that this Plan's goals be consistent with other city plans and activities.

One area where I find the City lacks consistence is it's goal to provide safe neighborhoods in concert with its zoning plans when high density and low density are mixed.

1) My wife and I live in the SW neighborhood and a high density area to the west (Fern St and along Black Lake Blvd east of Capital Mall) intrudes, disrupts and conflicts with the quite low density southwest neighborhood. Vehicle traffic leaving and driving to this high density area frequently travel through the low density SW neighborhood. Adding to this traffic pattern are cars that chose to pass through this low density SW neighborhood from downtown and from Black Lake Blvd when they believe it is faster because of backups on Harris" in" Fern St to get to 9th Ave to catch a bus or walk downtown or to the mall. Why? If the city zoned this area high density then it is the city's responsibility to provide safe conditions for its citizens.

2) Another missing piece in our Comp plan or in our City services is our failure to provide safe travel paths to and from zoned high density areas we. Those people who live in the Fern St apartments must walk "in" the street to reach 9th Ave SW because we have failed to provide a sidewalk from Fern St to 9th. All high density zoned areas in our city must have safe connection paths for those who live in them when they desire to travel to other areas in our city. Today everyone: children, the elderly and parents with strollers walk in Fern St to reach 9th if they want to catch a bus, walk to the Mall or to downtown. Unacceptable and we have sidewalk funds to address this.

3) Our sidewalk improvement plan must be reviewed yearly and updated if needed, and each year we should be making improvements in each section of city. We all pay for sidewalk improvements and there isn't any reason why every area of our community is updated each year.

4) For the last two years I've worked with our Code Enforcement office to understand and try to address how our city streets and right-of-ways are used. I've looked through our city code and we have very little that explains how our community can use those streets in our neighborhoods. Can we park a vehicle on a street indefinitely? Yes according to staff in the Enforcement office because there isn't any regulation that says otherwise. Can vehicles that don't have a license plate or current tabs be ticketed? No. We haven't adopted WA State laws as other WA cities have which would allow us to ticket those vehicles who don't follow the law. We adopt other WA state laws to ensure our community is safe why not vehicle licensing regulations? Can I park my RV, boat and trailer or a vehicle I'm rebuilding on a city street for a long period of time? Yes because we lack regulations that explain how public streets should be used. I walk around my neighborhood and vehicles with moss and brush underneath them because they never move but there isn't a regulation to do anything about this. Or rather I should say there is one regulation which doesn't help much, one related to abandoned vehicles. If the vehicle isn't abandoned but rather parked or stored on our streets then we have nothing.

5) We must have regulations and the will to enforce them to address the homeless situation when then choose to use public and private places illegally. Recently I tried to get a small camp removed from a private property on Decatur St SW near the auto mall and was told by Code Enforcement the

Police Chief will not remove that camp if he feels there isn't anyone there causing problems or breaking the law in the area. This is a poor city policy and shouldn't be allowed.

Thank you for considering my comments,

Dean Schwickerath
1019 Plymouth St SW
Olympia, WA 98502