

Public Hearing Medela LLC Rezone

July 20, 2015

The idea of protecting our wetlands and natural environment, having communities that encourage walking, bicycling and transit as well as having access to a nearby natural environment is admirable. If this proposed rezone would help to bring about all of these things, I would be the first person in line to support it. However, it does not meet any of these admirable goals.

There are 54 inconsistencies to the Comprehensive Plan.

A surveyor's wheel was used to measure the distances to the nearest grocery store (Ralph's Thriftway) the nearest park (Lyon's Park) and to the nearest urban corridor (Pacific Avenue).

From the most reachable midpoint of the Medela site (2421 8th Ave) to:

- the nearest edge of Lyon's Park was
  - 1,415ft
  - 471 yards
  - over 1/4 a mile (440 yards=1/4mile)
- Ralph's Thriftway @ crosswalk on 4th Ave.
  - 3,754ft
  - 1,251 yards
  - almost 3/4 of a mile
- Corner of Pacific Ave and Boulevard Road
  - 2,126ft
  - 708 yards
  - close to 1/2 a mile

Comp Plan Contrasted to Medela LLC ReZone

EXHIBIT 38 (2/2)

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<b>Comp Plan Contrasted to Medela LLC ReZone</b>	
<b>Comprehensive Plan</b>	<b>Medela LLC Inconsistencies</b>
<b>Introduction</b>	
Perserving our Sense of Place and Connection;During Development of this plan Many people expressed a desire to maintain a "small town feel." Olympians want to feel connected to each other and to our built and natural environment. We want to live in a friendly and safe community where we know our neighbors and shopkeepers, and run into friends along the side walk. We value harmony with nature, thriving small businesses, places to gather and celebrate and an inclusive local government.	The East Side Neighborhood is a wonderful example of all that is good in Olympia neighborhoods. It is plagued by current car traffic cutting through now, it will only get worse.
<b>Community Values and Vision</b>	
Citizens, business owners, and local organizations need to understand the land-use development process so they can be involved in a meaningful way	This whole process has been difficult in every way. The short notices, the vote then re-vote of the joint planning commission, the saying one thing then doing another by city staff who have been very disingenuous.
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.	It was not made open or understandable to the community. During the neighborhood meeting of 4/23/15, did not receive information about site specific endeavors - please see submitted neighborhood meeting video.
PP4.1 Build trust among all segments of the community through collaberative and includeive decision making.	It was not made open or understandable to the community. For example, comment period ending May 4 without a hearing date set.
<b>Public Participation &amp; Partners</b>	

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<p>PP7.5 Evaluate all proposed annexations on the basis of their short-and long term community impacts and how they adhere to the Comprehensive Plan's goals and policies. If a proposed annexation includes proposed development, analyze short-term, and long -term impact on the neighborhood and city, including all required water sewer roads, schools, open spaces, police and fire protection , garbage collection and other services.</p>	<p>Trying to fit a square peg in a round hole. Saying it fits the comprehensive plan, it does not. Please see council member Julie Hankins testimony at the advisory meeting.</p>
<p>Natural Environment</p>	
<p>What Olympia Values: Olympians value our role as stewards, 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.</p>	<p>Indian Creek is a critical area and its care is not being respected or addressed in any meaningful way. Suggesting putting a bicycle/walking path through Indian Creek to DeVoe St. when Indian Creek already too highly developed.</p>
<p>PN1.2 Coordinate critical areas ordinances and storm water management requirements, regionally based on the best scientific information available.</p>	<p>Study done by applicant was very one-sided and did not answer several pertinent questions about Indian Creek such as its location. Also, PSE asbuilt is highly inaccurate.</p>
<p>PN1.3 Limit development in areas that are environmentally sensitive, such as steep slopes and wetlands. Direct development and redevelopment to less-sensitive areas.</p>	<p>Not done, SEPA skewed and not accurate.</p>
<p>PN1.4 Conserve and restore natural systems, such as wetlands and stands of mature trees, to contribute to solving environmental issues.</p>	<p>If rezone goes through, the best barrier, the trees between I5 and the property, against the noise and air pollution from I5 is in jeopardy.</p>
<p>PN1.6 Establish regulations and design standards for new developments that will minimize impacts to stormwater runoff, environmentally sensitive areas, wildlife habitat, and trees.</p>	<p>SEPA not accurate, making exceptions, not following own regulations, especially regarding Indian Creek.</p>

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<p>PN5.4 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.</p>	<p>SEPA not accurate, making exceptions, not following own regulations, especially regarding Indian Creek.</p>
<p>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.</p>	<p>Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away.</p>
<p>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.</p>	<p>The nearest park is Lyon's Park, it is over 1/4 a mile away across a treacherous street (Boulevard) and along the other side of 9th Ave that has neither sidewalks or bicycle lanes.</p>
<p></p>	
<p>Land Use &amp; Urban Design</p>	
<p>PL1.2 Focus development in locations that will enhance the community and have capacity and efficient supporting services, and where adverse environmental impacts can be avoided or minimized.</p>	<p>Will be isolated and "car centric".</p>
<p>PL1.3 Direct high-density development to areas with existing development where the terrain is conducive to walking, bicycling and transit use and where sensitive drainage basins will not be impacted.</p>	<p>Does not fit. None of these criteria are met. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lyon's Park) is over 1/4 a mile away.</p>
<p>PL1.6 Provide for a compatible mix of housing and commercial uses in commercial districts and village sites that enables people to walk to work and shopping, supports transit, and includes convenience businesses for residents. Integrate adjacent uses with walkways and bike paths leading from residential areas to commercial districts and neighborhood-oriented businesses.</p>	<p>Physically isolated area, not conducive to this type of transit, trails and walking. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lyon's Park) is over 1/4 a mile away.</p>

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<p>PL3.1 Protect and evaluate historic and archaeological sites.</p>	<p>Cemetery not evaluated fully, report writer never contacted the cemetery authority, there was valueable information missed.</p>
<p>PL3.2 Preserve those elements of the community which are unique to Olympia or which exemplify its heritage.</p>	<p>The East Side Neighborhood is a wonderful example of all that is good in Olympia neighborhoods. It is plagued by current car traffic cutting through now, it will only get worse.</p>
<p>PL3.4 Safeguard and promote sites, buildings, districts, structures and objects which reflects significant elements of the area's history.</p>	<p>Cemetery not evaluated fully, report writer never contacted the cemetery authority, there was valueable information missed.</p>
<p>PL3.5 Encourage development that is compatible with historic buildings and neighborhood character, and that includes complementary design elements such as mass, scale, materials, setting and setbacks.</p>	<p>The East Side Neighborhood is a wonderful example of all that is good in Olympia neighborhoods. It is plagued by current car traffic cutting through now, it will only get worse. Cemetery not evaluated fully, report writer never contacted the cemetery authority, there was valueable information missed.</p>
<p>PL3.6 Plan for land use that are compatible with and conductive to continued preservation of historic neighborhoods and properties; and promoteand provide for the early identificationand resolution of conflictsbetween the preservation of historic resources and competing land uses.</p>	<p>Not done originally, not done thouroughly when it was finally done.</p>

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<p>PL4.2 Facilitate the preservation of historic neighborhood identity and important historic resources.</p>	<p>The East Side Neighborhood is a wonderful example of all that is good in Olympia neighborhoods. It is plagued by current car traffic cutting through now, it will only get worse. Cemetery not evaluated fully, report writer never contacted the cemetery authority, there was valueable information missed.</p>
<p>PL6.2 The design review process should recognize differences in the city with the objective of maintaining or improving the character and livability of each area or neighborhood.</p>	<p>Forcing development of an area that cannot sustain it to match comprehensive plan, will be isolated, car centric and will decline quickly.</p>
<p>PL6.9 Require that bulidings complement and enhance their surroundings, appeal to and support pedestrian activities, and facilitate transit use.</p>	<p>Physically isolated area, not conducive to this type of transit, trails and walking. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lyon's Park) is over 1/4 a mile away.</p>
<p>PL6.12 Separate incompatible land uses and activities with treed areas, including buffering residential areas from major streets and freeways.</p>	<p>Currently the property has a natural buffer of trees to help protect it from noise and pollution from I5.</p>
<p>Commercial Uses and Urban Corridors</p>	
<p>Over time, we envision our existing commercial areas becoming more attractive to pedestrians and customers, to the point where they can attract a more balanced and attractive mix of commercial, residential, and recreational uses. Significant changes will need to occur for some of our commercial areas to increase their appeal as places to shop, live, work, and visit and to become more inviting hgher-density, pedestrian-frindly, mixed-use areas for pedestrians and transit users.</p>	<p>Does not fit. None of these criteria are met. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lyon's Park) is over 1/4 a mile away. PSE and Forest not conducive to commercial uses envisioned in the comprehensive plan.</p>

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<p>PL11.1 Encourage increasing the intensity and diversity of development in existing commercial areas by mixing commercial and multi-family development along with entertainment and cultural centers in a way that will reduce reliance on cars and enable people to work, shop, recreate and reside in the same area.</p>	<p>Does not fit. None of these criteria are met. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lion's Park) is over 1/2 a mile away.</p>
<p>PL11.7 Provide convenient pedestrian access to and between businesses.</p>	<p>Does not fit. None of these criteria are met. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lion's Park) is over 1/2 a mile away.</p>
<p>Urban Corridors</p>	
<p>PL13.1 Establish urban corridors as shown on the Future Land Use Map with potential employment and residential density to support frequent transit service, encourage pedestrian traffic between businesses, and provide a large customer base and minimize auto use for local trips.</p>	<p>Close to 1/2 a mile from the nearest Urban Corridor (Pacific Avenue) via walking, bicycling or driving. If they chose to fly over the cemetery, however, it is only 1/4 mile.</p>
<p>PL13.2 Regionally coordinate urban corridor planning and improvements including public facilities and services in these areas to ensure redevelopment is continuous, consistent, and well balanced.</p>	<p>Does not fit. None of these criteria are met. The nearest grocery store (Ralph's Thriftway) is 3/4 of a mile away, the nearest park (Lion's Park) is over 1/2 a mile away.</p>
<p>PL13.3 Transform urban corridors into areas with excellent transit service; multi-story buildings fronting major streets with trees, benches and landscaping; parking lots behind buildings; and a compatible mix of residential uses close to commercial uses.</p>	<p>Close to 1/2 a mile from the nearest Urban Corridor (Pacific Avenue) via walking, bicycling or driving. If they chose to fly over the cemetery, however, it is only 1/4 mile.</p>
<p>PL 13.4 Establish minimum housing densities in urban corridors to support frequent transit service and sustain area businesses.</p>	<p>Close to 1/2 a mile from the nearest Urban Corridor (Pacific Avenue) via walking, bicycling or driving. If they chose to fly over the cemetery, however, it is only 1/4 mile.</p>

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<p>PL13.5 Ensure appropriate transitional land uses from high intensity land uses along the arterial streets of urban corridors to the uses adjacent to the corridors; corridor redevelopment should enhance both the corridor and quality of life in adjacent residential neighborhoods.</p>	<p>This development will put a huge strain on the Boulevard corridor, Boulevard and Pacific intersection and push traffic into the East Side Neighborhood, which is already dealing with more traffic than it was designed for, even with traffic calming devices.</p>
<p>PL13.6 Focus public intervention and incentives on encouraging housing and walking, biking and transit improvements in the portions of the urban corridors nearest downtown and other areas with substantial potential for redevelopment consistent with this Plan. These include, for example, the area from the Fourth Avenue/Pacific Avenue intersection east to Pattison Avenue, and the area near the intersection of Harrison Avenue and Division Street.</p>	<p>Close to 1/2 a mile from the nearest Urban Corridor (Pacific Avenue) via walking, bicycling or driving. If they chose to fly over the cemetery, however, it is only 1/4 mile.</p>
<p>Neighborhoods</p>	
<p>Housing types and densities will be dispersed throughout the city to minimize social problems sometimes associated with isolating people of similar means and lifestyles.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away.</p>
<p>PL20.1 Require development in established neighborhoods to be of a type, scale, orientation, and design that maintains or improves the character, aesthetic quality, and livability of the neighborhood.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away.</p>



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<p>PL20.5 Prevent physical barriers from isolating and separating new developments from existing neighborhoods.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away.</p>
<p>PL22.2 Identify, protect and maintain trees with historic significance or other value to the community or specific neighborhoods.</p>	<p>Sound barrier from I5 freeway noise.</p>
<p>Sub-area Planning</p>	
<p>Much of this Plan applies to the entire Olympia community. However, this is a large area of over twenty-four square miles with tens of thousands of residents. Thus this Plan cannot address all of the details of our community. Twelve planning areas, including downtown, are to be established to provide that opportunity. In general, planning areas will be comparable to the scale of an elementary school service area with five to ten thousand residents. As described in the Public Participation and Partners chapter, this scale will provide the opportunity for interested parties to focus on furthering the community's plan for these areas. The sub-area efforts must be consistent with this Comprehensive Plan.</p>	<p>This method was never employed in the planning process.</p>
<p>PL23.1 In cooperation with residents, landowners, businesses, and other interested parties, establish priorities for the planning sub-areas. The specific area, content, and process for each sub-area is to be adapted to the needs and interests of each area.</p>	<p>This method was never employed in the planning process.</p>

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<p>PL23.2 Create sub-area strategies that address provisions and priorities for community health, neighborhood centers and places of assembly, streets and paths, cultural resources, forestry, utilities, open space and parks.</p>	<p>This method was never employed in the planning process.</p>
<p>"Villages" and other Planned Developments</p>	
<p>Sites for "neighborhood villages", one "urban village", and the older Evergreen Park planned unit development, each with a compatible mixture of single and multi-family housing and businesses, are designated within the urban area. These mixed-use projects are to provide for the coordinated, compatible mixture of single and multi-family housing arranged around a readily-accessible neighborhood center. The locations and mix of land uses and the design of the street and trail system in these areas are to create an environment that encourages walking, biking and use of transit, while providing direct, pleasant routes for motorists. These "villages" will foster efficient land use through compact, higher-density development with residential uses near bus stops and basic retail and support services.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away.</p>
<p>PL24.6 Require that villages retain the natural topography and major environmental features of the site and incorporate water bodies and stormwater ponds into the design to minimize environmental degradation.</p>	<p>Indian Creek is a critical area and its care is not being respected or addressed in any meaningful way.</p>
<p>PL24.10 Require that 90% of village housing be within a quarter mile of the neighborhood center and a transit stop.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away.</p>

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<p>Urban Corridors. This designation applies to certain areas in the vicinity of major arterial streets. Generally more intense commercial uses and larger structures should be located near the street edge with less intensive uses and smaller structures farther from the street to transition to adjacent designations. Particular "nodes" or intersections may be more intensely developed. Opportunities to live, work, shop and recreate will be located within walking distance of these areas.</p>	<p>Close to 1/2 a mile from the nearest Urban Corridor (Pacific Avenue) via walking, bicycling or driving. If they chose to fly over the cemetery, however, it is only 1/4 mile.</p>
<p>Transportation</p>	
<p>PT4.15 Allow cul-de-sacs only when topographic and environmental constraints permit no other option. Cul-de-sacs that are built should have a maximum length of 300 feet and be built with pedestrian and bike connections to adjacent streets, or to destinations such as schools, parks and trails wherever possible.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away. The only way to connect this area via a trail is through a wetland and/or private property belonging to PSE.</p>
<p>PT5.1 Seek to avoid street connections through wetlands or other critical areas by examining alternative street alignments. Fully mitigate impacts when a street connection in an environmentally sensitive area is determined to be the preferred option.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away. The only way to connect this area via a trail is through a wetland and/or private property belonging to PSE.</p>

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<p>PT5.2 Carefully examine proposed street connections to existing residential neighborhoods. The developer, City, or County will analyze the street connection with the involvement of affected neighborhoods and stakeholders. Consideration will be given to the unique neighborhood character and context, particularly any direct impacts of a street connection on established neighborhoods. This analysis will determine whether or not to construct the street connection for motor vehicle traffic. Affected neighborhoods and other stakeholders will be consulted before a final decision is made and be involved in identification of any potential mitigation measures. As appropriate, this evaluation will include: An assessment of travel patterns of the larger neighborhood area and volumes at nearby major intersections. Noise impacts and air pollution. Likelihood of diverting significant cross-town traffic on to local neighborhood streets.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away. The only way to connect this area via a trail is through a wetland and/or private property belonging to PSE.</p>
<p>PT6.2 Require new developments to provide direct bicycle and pedestrian pathways that connect to adjacent, developed properties. These will be at the same interval spacing as street spacing requirements or at closer intervals.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away. The only way to connect this area via a trail is through a wetland and/or private property belonging to PSE.</p>

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<p>PT8.2 Determine the need for, and feasibility of, motor vehicle capacity improvements, particularly widening the street. Consider the types of streets and connectivity of the street network in the area, environmental impacts, the impacts on the walkability and character of the area, cost, and physical constraints.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away. The only way to connect this area via a trail is through a wetland and/or private property belonging to PSE.</p>
<p>PT9.2 Require new development to construct improvements or contribute funds towards measures that will improve the function and safety of the streets, such as installing bike and pedestrian improvements, turn pockets or special lanes for buses, or roundabouts, or modifying traffic signals.</p>	<p>The nearest park is Lyon's Park, it is over 1/4 a mile away across a treacherous street (Boulevard) and along the other side of 9th Ave that has neither sidewalks or bicycle lanes.</p>
<p>PT12.1 Build a system that encourages walking, biking and transit to reduce car trips and help achieve our land-use density goals.</p>	<p>Will be isolated and "car centric". Much has been made about how walkable this new development is supposed to be, it is physically limited to being a "cul-de-sac community". The only practical way out of the property is onto an already congested street (Boulevard) near a very congested intersection (Pacific Ave. and Boulevard). The nearest store is 3/4 of a mile away, the nearest park (Lyon's park) is over 1/4 a mile away. The only way to connect this area via a trail is through a wetland and/or private property belonging to PSE.</p>
<p>PR3.1 Provide parks in close proximity to all residents.</p>	<p>The nearest park is Lyon's Park, it is over 1/4 a mile away across a treacherous street (Boulevard) and along the other side of 9th Ave that has neither sidewalks or bicycle lanes.</p>
<p>PR4.4 Encourage walking and bicycling for recreation and transportation purposes by linking parks to walking routes, streets and trails.</p>	<p>The nearest park is Lyon's Park, it is over 1/4 a mile away across a treacherous street (Boulevard) and along the other side of 9th Ave that has neither sidewalks or bicycle lanes.</p>