

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
FORWARD & INTRODUCTION								
1	Holly Gadbow			11/9/2014	Foreword, 2 nd paragraph	This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, as well as complete a major periodic update every 8 years.	Comment: This language should be more specific to what the GMA actually requires. The GMA requires the CP be reviewed, and amended, if necessary, every 8 years to reflect changes that have occurred over that period of time.	This Comprehensive Plan reflects a major update which was completed in 2014. It accommodates changes since the 1994 Comprehensive Plan was adopted and the changes projected over the next 20 years. Over 1,500 community members participated. Under the GMA the City may amend the Plan annually, as well as complete a major periodic update- and must review the entire Plan and amend it as necessary every 8 years.
2	Holly Gadbow			11/9/2014	Introduction, 5 th paragraph following the caption "The Local Planning & Development Process"	There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws.	Comment: It is good to include this. It might also be important to include, "The intent of the GMA was that land use decisions should be made during the development of the comprehensive plan and development regulations. Once these are adopted specific permit decisions are made largely on whether or not proposals are consistent with local plans, codes, and other (state and federal) laws. This gives predictability to both citizens and developers."	There are further opportunities for the public to provide input and influence site-specific permitting decisions; however public influence may be more constrained at this stage. This is because site specific permit decisions are largely based on whether or not proposals are consistent with established local codes and other laws. <u>This gives predictability to both citizens and developers, consistent with the intent of the Growth Management Act.</u>
3	Olympia Planning Commission (OPC)			11/7/2014	Sea Level Rise	In the Introduction, proposed Sea Level Rise section, first paragraph, last sentence: <u>Sea Level Rise</u> <u>Over the next twenty years, sea level rise will continue to be a key challenge facing Olympia, and therefore a key priority. As the challenge unfolds, the City of Olympia is prepared to respond thoughtfully and competently to the threat of flooding in downtown. As the heart of our City, downtown can and will be protected.</u>	OPC reason: Since federal and state funding cannot be guaranteed, we suggest the sentence be softened. <u>Sea Level Rise</u> <u>Over the next twenty years, sea level rise will continue to be a key challenge facing Olympia, and therefore a key priority. As the challenge unfolds, the City of Olympia is prepared to respond thoughtfully and competently to the threat of flooding in downtown. As the heart of our City, downtown can and will be protected. The City will do everything in its power to protect downtown, the heart of our City and Region."</u>	No change. Inconsistent with Council's previously-stated policy intent.

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4	Roger Horn			11/9/2014	Sea Level Rise	Last sentence, 4 th paragraph following “Sea Level Rise” caption <u>Current science indicates that sea levels may rise between 11 and 39 inches by 2100. These sea level increases will affect our shorelines during the peaks of high tides. Residents can anticipate higher high tides during the extreme tidal cycles that occur several times a year as well as during major low pressure weather systems. A combination of extreme high tides and low atmospheric pressure can currently result in downtown flooding. City staff pragmatically manages these event s and will continue to do so.</u>	Comment: Change <u>Current science indicates that sea levels may rise between 11 and 39 inches by 2100. These sea level increases will affect our shorelines during the peaks of high tides. Residents can anticipate higher high tides during the extreme tidal cycles that occur several times a year as well as during major low pressure weather systems. A combination of extreme high tides and low atmospheric pressure can currently result in downtown flooding. City staff pragmatically monitors and manages these event s and will continue to do so.</u>	Accept commenter’s proposed revision
COMMUNITY VISION & VALUES								
NO COMMENTS								
PUBLIC PARTICIPATION AND PARTNERS								
NO COMMENTS								
NATURAL ENVIRONMENT								
5	Stuart Drebeck		11/3/2014		PN4.4	<u>PN4.4 As a party of significant interest, Ssupport the process for determining a balanced, scientifically grounded and sustainable approach to the management of the Deschutes River, state-owned Capitol Lake and Budd Inlet; participate when the opportunity is available as a party of significant interest in the outcome.</u>	Comment: Supports the change.	No change. No revision requested.
LAND USE AND URBAN DESIGN								
6	Holly Gadbow			11/9/2014	PL2.4	PL2.4 Encourage <u>and sometimes require</u> buildings and site designs that result in energy efficiency and use of solar and other renewable energy.	Comment: Too vague and does not let the permittee know when buildings and site designs would require solar energy. Current statement is better.	No change. Existing policy calls for future consideration by City Council of development regulations to determine specific situations in which to add requirements.
7	Adam Frank	OMB		10/31/2014	PL6.4	PL6.4 Require multi-family housing to incorporate architectural forms and features common to nearby housing; to include porches, balconies, bay windows and similar	“PL6.4 is heavy handed on how multi-family structures should look in relation to the surrounding built environment. Consider the possibility that the market might reject older	No change. Inconsistent with Council’s previously-stated policy intent.

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						details; to have entries oriented to streets or a courtyard, and include accessible open space; and to be reduced in size near lower density residential districts.	or otherwise outmoded designs in favor of more contemporary styles and functional aesthetics. The word "require" leaves little flexibility."	
8	Seth Hutt	President, Bigelow Neighborhood Association	11/3/2014		PL8.5		Comments: Supports change to PL8.5 "Set absolute maximum building heights to preserve publicly-identified observation points and landmark views." but would like examples.	No change. No revision requested.
9	Olympia Planning Commission			11/7/2014	Urban Corridors Section of Land Use Chapter	<u>The land use designations along these streets vary (see Future Land Use Map at the end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u> Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas <u>in adjacent neighborhoods about one quarter mile from the main street.</u>	OPC reason: The primary designation along these corridors according to the Future Land Use Map is "low-density neighborhood," allowing various zones up to 12 units per acre. Rather than saying the designations "vary," "Provide flexibility to allow" would be more accurate. <u>The land use designations along these streets provide flexibility to allow a gradual increase vary (see Future Land Use Map at the end of this chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u> Slightly less intensive land uses at the fringes of these corridors will create a gradual transition from the intense activity of the major street edge to less-dense areas <u>in adjacent neighborhoods about one quarter mile from the main street.</u>	No change. Comment seems directed at only a portion of Urban Corridors Land Use designations; designations adjacent to Urban Corridors on Future Land Use Map vary significantly.
10	Seth Hutt	President, Bigelow Neighborhood Association	11/3/2014		PL13.7		Comments: Supports change to PL13.7 '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 <u>except in areas adjacent to a designated historic district.</u> '	No change. No revision requested.
11	E.B. Galligan	Port of Olympia		11/7/2014	GL15	New policy under GL15: Focus areas are planned in cooperation with property owners and residents. "Encourage consistency with the Port of	Port's reason: To foster compatibility with regard to the long-range development objectives of each entity.	PL15.6 Work cooperatively with the State of Washington on planning for the Capitol Campus, and <u>the Port of Olympia in planning for its properties.</u> Provide opportunities for long-term 'master planning' of other single-


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						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."		purpose properties of at least 20 acres, such as hospitals, colleges, and high-school campuses.
12	Adam Frank	OMB		10/31/2014	PL20.1	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.	"PL20.1 should be restated to express a goal or desire that new development should fit in with the character of the surrounding neighborhood. The word "require" is incompatible with the vague and subjective standards that follow it."	No change. Inconsistent with Council's previously-stated policy intent.
13	Olympia Planning Commission			11/7/2014	PL21.3	PL21.3 Include Support housing, a food store, and a neighborhood park or civic green at all neighborhood centers	OPC reason: A recent survey regarding neighborhood centers indicated that the most popular amenity for a neighborhood center is a café, bakery, or restaurant. PL21.3 Include Support housing, a food store, <u>a café or bakery</u> , and a neighborhood park or civic green at all neighborhood centers	Accept commenter's proposed revision.
14	David Schaffert	Thurston County Chamber of Commerce	11/3/2014		High-Density Neighborhood Overlay Minimum Density Requirements		Comments: <ul style="list-style-type: none"> HDN minimum density requirement of 25 units per acre is too high for the Downtown based upon building constraints and existing structures. Suggest reducing to 15 units per acre with incentives such as parking and height bonuses. 	No change. Inconsistent with Council's previously-stated policy intent.
15	Olympia Planning Commission			11/7/2014	Future Land Use Map		All OPC members support the revision to the Future Land Use map regarding the four State Avenue parcels.	No change. No revision requested.
16	Chai Karaki		11/3/2014		Rezoning Issue		Comment: Retain Single Family Residence designation for the four State Avenue parcels; do not change to Urban Corridors High Density designation	No change. Inconsistent with Council's previously-stated policy intent.
17	Stuart Drebick		11/3/2014		Rezoning Issue		Comment: Supports changing the zoning designation for the four State Avenue parcels to Urban Corridor (UC), rather than Single Family Residential. The UC designation supports additional densities, a focus of the Draft Comprehensive Plan.	No change. No revision requested.
18	Mike Gusa, Attorney		11/3/2014		Rezoning Issue – State Avenue Parcels		<ul style="list-style-type: none"> Thanked Council and Amy Buckler, Associate Planner, for listening to his clients' concerns and providing 	No change. No revision requested.


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							<p>information.</p> <ul style="list-style-type: none"> • Treat the four properties surrounding on three sides the same. • Plan with changes as proposed is supported. 	
TRANSPORTATION								
19	Adam Frank	OMB		10/31/2014	PT3.4	PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.	<p>Option 2 for PT3.4 is too prescriptive.</p> <p>Option 2 PT3.4 <u>Require alleys where feasible and practical</u> and retain alleys as public right-of-way.</p> <p>Option 1 for PT3.4 is a more reasonable approach.</p> <p>Option 1 PT3.4 <u>Encourage</u> Require alleys where feasible and practical and retain alleys as public right-of-way.</p>	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
20	Adam Frank	OMB		10/31/2014	PT3.5	PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	<p>Option 2 for PT3.5 is too prescriptive.</p> <p>Option 2 PT3.5 <u>Require alleys where feasible and practical</u> behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.</p> <p>Option 1 for PT3.5 is a more reasonable approach.</p> <p>Option 1 PT3.5 <u>Require</u> Encourage alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.</p>	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
21	Adam Frank	OMB		10/31/2014	PT3.6	PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable and clear criteria so that citizens, developers, and staff have a	<p>Option 2 for PT3.6 is too prescriptive.</p> <p>Option 2 PT3.6 The “practicality” and “feasibility” of alleys will be documented using demonstrable</p>	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5. (Note: PT3.6 is part of Option 2 only.)


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						common understanding that will reduce uncertainty in development and other processes.	and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.	
22	Stuart Drebeck		11/3/2014		PT3.4	PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.	Comment: Supports Option 1 Option 1 PT3.4 Encourage Require alleys where feasible and practical and retain alleys as public right-of-way.	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
23	Stuart Drebeck		11/3/2014		PT3.5	PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	Comment: Supports Option 1 Option 1 PT3.5 Require Encourage alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
24	Olympia Planning Commission			11/7/2014	PT3.4	Option 2 Option 2 PT3.4 Require alleys where feasible and practical and retain alleys as public right-of-way.	OPC members voted 5-3 in favor of Option 2, "Require" rather than "encourage". Members in favor (Bardin, Bateman, Horn, Parker, Richmond) felt the new	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
25	Olympia Planning Commission (OPC)			11/7/2014	PT3.5	Option 2 Option 2 PT3.5 Require alleys where feasible and practical behind lots fronting on arterials and collectors, so that houses or businesses can face the street, sidewalks are continuous, and vehicles can access properties from behind.	OPC members voted 5-3 in favor of Option 2, "Require" rather than "encourage".	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5.
26	Olympia Planning Commission			11/7/2014	PT3.6	Option 2 PT3.6 The "practicality" and "feasibility" of alleys will be documented using	OPC members voted 5-3 in favor of Option 2 – Members in favor (Bardin, Bateman, Horn, Parker, Richmond) felt the new PT3.6 will	Option 1 was the original staff recommendation for policies PT3.4 and PT3.5. (Note: PT3.6 is part of Option 2 only.)

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	(OPC)					demonstrable and clear criteria so that citizens, developers, and staff have a common understanding that will reduce uncertainty in development and other processes <u>Establish objective criteria in City standards to determine the practicality and feasibility of alley construction for new development.</u>	make it possible to achieve alleys where appropriate. Members against (Andresen, Brown, Watts) thought “encourage” allowed needed flexibility and less subjectivity to the code.	
27	Dennis Bloom	Intercity Transit		11/9/2014	Bus Corridors	Fifth paragraph following caption “Transit”, Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. After they are developed in Olympia’s dense urban areas, they will ideally connect with similar corridors in Lacey and Tumwater.	IT comment: The Comp Plan wording appears to suggest that this effort still needs to be developed. This reference in the Comp Plan update might be better served to identify that in order to maintain this level of transit service ‘bus corridors’ need increased residential and commercial density to sustain these routes.	Bus corridors will be planned as regional connectors between Olympia, Lacey, and Tumwater. After they are developed in Olympia’s dense urban areas, <u>To sustain the level of service for transit in these corridors, increased residential and commercial density of development is needed.</u> They will ideally connect with similar corridors in Lacey and Tumwater.
28	Dennis Bloom	Intercity Transit		11/9/2014		Sixth paragraph following caption “Transit”, Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the Thurston Regional Transportation Plan . Both plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit, commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.	IT comment: TRPC has been updating the Regional Transportation Plan (RTP) over the past year. The RTP chapter on Public Transportation has been rewritten to reflect more accurately the intention of providing an appropriate level of reliable, effective public transportation options commensurate with the region’s evolving needs. The broader approach allows for changes that are rapidly occurring in the field of transportation. It is not prescriptive of the various types of public transportation	Over the long term, Intercity Transit and the communities it serves will together carry out the most current long-range transit plan and the Thurston Regional Transportation Plan . Both plans explore the potential for expanding traditional transit, trolley-like services, dedicated express service, bus rapid transit, commuter rail to nearby cities, freight rail, and high-speed passenger rail in the broader region.
29	Lon Wyrick	TRPC		11/7/2014	PT16.8	PT16.8 Give priority to sidewalks and mid-block pedestrian crossings that enhance access and safety on high frequency bus corridors.	TRPC comment: An example of a good alignment of investment policy with broader goals of multi-modalism, social equity and system efficiency.	No change. No revision requested.
30	Lon Wyrick	TRPC		11/7/2014	PT17.7 (formerly 16.7)	[[PT16.7PT17.7]] Eliminate minimum parking requirements along bus corridors.	TRPC comment: A good example of policies that shape the built environment in ways that make alternatives to driving more viable travel choices.	No change. No revision requested.
31	Dennis Bloom	Intercity Transit		11/9/2014	PT18.2 (formerly PT17.2)	[[PT17.2PT18.2]] Coordinate with Intercity Transit on bus stop locations so they are safe	IT comment: Add “accessible” to denote inclusion of American’s with Disabilities Act (ADA) requirements: “...bus stop locations so	Accept commenter’s proposed revision.


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						and inviting for pedestrians and bicyclists.	they are safe, accessible and inviting..."	
32	Dennis Bloom	Intercity Transit		11/9/2014	PT 18.5 (formerly 17.5)	[[PT17.5 PT18.5]] Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.	IT comment: Appreciate the intent of this item since it tries to address impacts of land use development and increased traffic. A concern is that the current wording could be construed to mean that no matter where a development is located a developer will be required to provide transit related amenities, even if no service is anticipated. Would the intent be better served that a location be 'applicable' to transit service and in concurrence with Intercity Transit's service plans?	Coordinate with Intercity Transit in requiring developers to provide facilities Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.
33	Lon Wyrick	TRPC		11/7/2014	PT18.5 (formerly 17.5)	[[PT17.5 PT18.5]] Require developers to provide facilities that help transit riders easily walk or bike to and from stops, such as shelters, awnings, bike parking, walkways, benches, and lighting.	TRPC comment: Requires developers to provide amenities for transit riders and this may not be appropriate in all locations since not all locations have or will have transit service. Coordination with I.T. will help ensure these private sector investments result in useful amenities.	Same as previous comment.
34	Dennis Bloom	Intercity Transit		11/9/2014	PT19.3 (formerly 18.3)	[[PT18.3 PT19.3]] Integrate land use and high-capacity transportation planning so that dense urban centers are developed around future rail stations, and coordinate this regionally.	IT comment: Suggest that "rail stations" be replaced with the term, "multi-modal stations," which suggests two or more high-capacity transportation services could be co-located.	Integrate land use and high-capacity transportation planning so that dense urban centers are developed around future rail multi-modal transit stations, and coordinate this regionally.
35	Lon Wyrick	TRPC		11/7/2014	PT21.4 (formerly 20.4)	[[PT20.4 PT21.4]] Allow property developers to pay a fee-in-lieu for sidewalks in certain instances so that sidewalks and other pedestrian improvements can be constructed in the locations they are most needed.	TRPC comment: Commends Olympia for its consideration of fee-in-lieu for sidewalks and pedestrian improvements where they are most needed.	No change. No revision requested.
36	Lon Wyrick	TRPC		11/7/2014	PT26.3 (formerly 25.3)	[[PT25.3 PT26.3]] Work with the State to locate new worksites in the City's dense urban area - in locations where frequent transit is possible, and where employees can easily walk and bike.	TRPC comment: Unclear whether this refers to the Preferred Leasing Areas/Preferred Development Areas currently in use. Encourages Olympia to continue working with TRPC and DES to ensure decisions regarding the siting of new work sites are consistent with established agreements and contribute to more transportation-efficient development pattern with less dependence on driving.	No change. Existing language allows flexibility to apply to whatever tools the State uses to locate worksites.

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37	Dennis Bloom	Intercity Transit		11/9/2014	Bus Corridors	PT30.3 Work with the cities of Lacey and Tumwater and Thurston County to develop bus corridors.	IT comment: The Comp Plan wording appears to suggest that this effort still needs to be developed. This reference in the Comp Plan update might be better served to identify that in order to maintain this level of transit service 'bus corridors' need increased residential and commercial density to sustain these routes.	No change. Work with adjacent cities is ongoing.
38	E.B. Galligan	Port of Olympia		11/7/2014	PT30.6 (formerly PT29.6)	[[PT29.6 PT30.6]] Coordinate with the Port of Olympia on truck access routes, freight rail, and, as needed on air and water transportation needs.	Port's reason: To ensure that the Port's marine terminal can continue to serve Olympia and the surrounding region, while minimizing traffic, noise, air, and safety concerns. [[PT29.6 PT30.6]] Coordinate with the Port of Olympia on <u>in ensuring adequate</u> truck access routes, freight rail, and, as needed on air and water transportation needs.	Accept commenter's proposed revision.
39	Kathy Harrigan			10/24/2014	16 th & Decatur	Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis" 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.	Appreciates removing the proposed connection at 16 th and Decatur from the Comprehensive Plan	No change. No revision requested.

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						<p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>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)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
40	Bethany Weidner	SWONA	11/3/2014	11/3/2014	16 th & Decatur	<p>Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis"</p> <p>Decatur Street and 16th Avenue Connections</p> <p></p> <p>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.</p>	<p>Comment: Appreciates removing the proposed connection at 16th and Decatur from the Comprehensive Plan which is consistent with the 2004 decision to wait until after the completion of the West Olympia Access Study.</p> <p>SWONA received a small grant from the City for lighting and landscaping of the pedestrian bike path in the SWONA neighborhood.</p>	No change. No revision requested.


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						<p>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.</p> <p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>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)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
41	Stuart Drebeck		11/3/2014		16 th & Decatur	<p>Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis"</p> <p>Decatur Street and 16th Avenue Connections</p> <p></p> <p>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</p>	<p>Comment: Does not support removing Decatur & Fern Streets text. Removing the text from the Plan does not alleviate excess traffic on Black Lake Boulevard.</p>	<p>No change. Inconsistent with Council's previously-stated policy intent.</p>

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						<p>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.</p> <p>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.</p> <p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>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)</p> <p>These connections would be made contingent upon completion of Phase II of the Olympia West Access study.</p>		
42	Holly Gadbow			11/9/2014	16 th & Decatur	<p>Appendix A, text following caption "West Olympia Access Study, Phase II: Local Street Analysis"</p> <p><u>Future related work will</u> identify improvements needed to <u>the local street network to</u> increase walking, biking and transit trips, and look for ways to improve street and pathway connectivity.</p>	<p>Comment: The appropriate information seems to be incorporated into the new text, although Decatur Street is not specifically mentioned and a change in tone is noted. That's ok if it is understood that connecting Decatur Street will be evaluated as other street connections using the policy direction in PT 5.2.</p>	<p>No change. Inconsistent with Council's previously-stated policy intent.</p>

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						<p>Decatur Street and 16th Avenue Connections</p> <p> SHARE</p> <p>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.</p> <p>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.</p> <p>[[Change: Note, some information regarding the Decatur connection removed as recommended by Planning Commission.]]</p> <p>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)</p> <p>These connections would be made contingent upon completion of Phase II of the</p>		

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						Olympia West Access study.		
43	Olympia Planning Commission			11/7/2014	Urban Corridors	<p>Appendix A: Urban Corridors</p> <p>Urban Corridors are the major arterials in our system, that <u>generally</u> correspond with <u>the highest</u> density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u>, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</p>	<p>OPC reason: The primary designation along these corridors according to the Future Land Use Map is “low-density neighborhood,” allowing various zones up to 12 units per acre. Rather than saying the designations “vary,” “Provide flexibility to allow” would be more accurate.</p> <p>Urban Corridors are the major arterials in our system, that <u>generally</u> correspond with <u>the highest</u> density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u>, and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. The land use designations along these streets <u>provide flexibility to allow a gradual increase vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.</u></p>	No change. Comment seems directed at only a portion of Urban Corridors Land Use designations; designations adjacent to Urban Corridors on Future Land Use Map vary significantly.
44	Holly Gadbow			11/9/2014	Urban Corridors	<p>Appendix A: Urban Corridors</p> <p>Urban Corridors are the major arterials in our system, that <u>generally</u> correspond with <u>the highest</u> density land uses. More than just the street system, an Urban Corridor includes the area up to a quarter mile on either side of</p>	<p>Comment: While it may not be appropriate to designate Capitol Way as a specific urban corridor, there are nodes on Capitol Way that should be considered for higher densities, where higher densities occur now or could be designated as a neighborhood center. For example, the Capitol Towers is an appropriate</p>	No change. Future Land Use Map designates a Neighborhood Center on Capitol Way. Capitol Towers area is designated Professional Office/Residential Medium Density.

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						these arterials. These corridors are east 4th and State Avenues, Martin Way, Harrison Avenue, <u>Capitol Way/Boulevard</u> , and the triangle on the Westside shaped by Harrison Avenue, Cooper Point Road and Black Lake Boulevard. Capitol Way/Boulevard is not included in the Urban Corridor designation because the area south of Capitol Campus will not likely see the increased densities planned for Urban Corridors. This neighborhood, which includes a National Historic District is built out and will retain a residential neighborhood function and character. The land use designations along these streets vary (see Future Land Use Map in the Land Use Chapter), to promote a gradual increase in density and scale of uses that supports and remains in context with the adjacent neighborhoods.	higher density use and is in easy walking distance of DT and has excellent transit availability.	
45	E.B. Galligan	Port of Olympia		11/7/2014	Downtown and City Center Transportation Issues	Appendix A: Downtown and City Center Transportation Issues, 4 th paragraph: The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, and the potential noise and air quality effects they could have on adjacent properties.	Port's reason: Transportation routes between I-5 and the Port's Marine Terminal are critical to the Port's operations and the economic vitality of the region. The City works with the Port of Olympia to establish and maintain truck routes between Interstate 5 and the Port's marine terminal, which are now Plum Street, Olympia Avenue and Marine Drive. Any proposals to change these routes must consider, at a minimum, traffic impacts, pedestrian and bicyclist safety, and the potential noise and air quality effects they could have on adjacent properties-, <u>in addition to the potential for adverse economic impacts to Port of Olympia Marine Terminal operations.</u>	Accept commenter's proposed revision.
46	Holly Gadbow			11/9/2014	Transportation 2030 maps	Appendix B: Transportation 2030 Street Capacity and Connectivity Project List and Maps Projects are identified to achieve the Regional Transportation Plan and Olympia Comprehensive Plan goals and policies related to street capacity (level of service	If this deletion means that the City in the future will not consider these street connections, then I strongly object to this deletion.	No change. Inconsistent with Council's previously-stated policy intent.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						<p>standards) and street connectivity. The following project list includes street capacity and street connectivity needs on arterials and major collector streets.</p> <p>The Transportation 2030 maps illustrate planned street capacity improvements as well as the street connections planned on arterials, major collectors and neighborhood collectors.</p> <p><u>Note: Modifications will be made to Transportation 2030 maps to remove references to street connections at Decatur Street and 16th Avenue.</u></p> <p>Transportation 2030 Northeast map Transportation 2030 Southeast map Transportation 2030 Westside and Downtown map</p>		
47	Holly Gadbow			11/9/2014	Street Connections	<p>Appendix B</p> <p>Street Connections</p> <p> SHARE</p> <ul style="list-style-type: none"> • 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 	<p>Comment: "Deletion of the Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study." I object to the deletion of this language.</p>	<p>No change. Inconsistent with Council's previously-stated policy intent.</p>

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
						Avenue *The Decatur Street and Fern Street connections are contingent upon the completion and findings of Phase II of the Olympia West Access Study.		
UTILITIES								
	NO COMMENTS							
PUBLIC HEALTH, ARTS, PARKS AND RECREATION								
	NO COMMENTS							
ECONOMY								
48	Olympia Planning Commission (OPC)			11/7/2014	Following caption "Our Vision for the Future"	<u><i>Olympia's economy is diverse and balanced. Family wage jobs and career opportunities are available to our citizens from multiple sectors, including government and manufacturing and service sector employment. A significant and ever increasing amount of our goods, services and food is locally sourced. We emphasize sustainable business practices and environmentally friendly development.</i></u>	OPC reason: Health care and education also play a vital role in job creation for our community. <u><i>Olympia's economy is diverse and balanced. Family wage jobs and career opportunities are available to our citizens from multiple sectors, including government and manufacturing health care, education and service sector employment. A significant and ever increasing amount of our goods, services and food is locally sourced. We emphasize sustainable business practices and environmentally friendly development.</i></u>	Accept commenter's proposed revision.
49	Holly Gadbow			11/9/2014		Deleted from the Introduction section, after the deleted "Olympia Living Wage" table, <u><i>See the links in the "For More Information" section at the end of this chapter for more information about what constitutes a living wage in our community, cost burdened households and middle income housing affordability. For a healthy economy to thrive over the long run, it must be able to absorb market changes and business cycle fluctuations. This often requires a diverse</i></u>	Comment: Sorry to see this language deleted. It is important that the council, future councils, and the public recognize this reality.	No change. Inconsistent with Council's previously-stated policy intent.

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						economy, which can cushion the impact of one or more sectors in decline. A healthy economy provides a reliable tax base that generates revenues sufficient to keep pace with inflation. When Olympia's economy stalls and taxes can't pay for existing programs, the City must eliminate jobs and services and construct fewer capital facilities to balance its budget.		
50	Olympia Planning Commission (OPC)			11/7/2014	Following caption "Olympia's Economic Profile", subsection "Olympia's three top employers: Government"	Olympia is the capital of Washington and seat of Thurston County, and both provide many local jobs.	OPC reason: The City of Olympia is also an important provider of government jobs. Olympia is the capital of Washington and seat of Thurston County, The State, County, and City and both provide many local jobs.	Accept commenter's proposed revision.
51	Holly Gadbow			11/9/2014	4 th paragraph following caption "Olympia's Economic Profile, subsection "Olympia's three top employers: Government"	The Investment Strategies report calls out that almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government." A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council's Sustainable Thurston report suggests that the "millennial" generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia's workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more senior services and senior-oriented activities. These changes provide opportunities for quality growth in	Comment: Seniors also will see smaller living spaces, living places close to transit, and in walking distance of shopping and amenities and are a potential market for DT housing. A reference to them as well as millennials should be included as increasing the demand for DT housing.	The Investment Strategies report calls out that almost a third of state government employees statewide (32%) are over 55 years of age. As these employees retire over the next decade, many of those positions will likely be filled with younger employees. This trend could impact the demand for residential housing within Thurston County, regardless of the overall size of state government." A younger state workforce could likely lead to a higher demand for multifamily housing that is supported by transit. Data from the Thurston Regional Planning Council's Sustainable Thurston report suggests that the "millennial" generation prefers urban multifamily housing options over suburban life styles. The changing demographics of Olympia's workforce will impact the City in several ways. There will likely be a demand for more downtown multifamily housing as millennials seek housing near their place of employment. Also, a retiring workforce will likely lead to the need and interest in more <u>downtown multifamily housing</u> , senior services and senior-oriented activities. These changes provide opportunities for quality growth in

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						our future.		our future.
52	Olympia Planning Commission (OPC)			11/7/2014	Following caption "Olympia's Economic Profile", subsection "Olympia's three top employers: Health care:"	Health care: Olympia is also a regional medical center, serving Thurston, Mason, Gray's Harbor and Lewis counties. Health care is the Thurston County's second largest employment sector, with an estimated 11,595 jobs.	OPC suggests that staff add a sentence or two to the health care section, which is quite brief, to reflect the importance of this sector to Olympia's economic development. Health care is the second largest employer in Thurston County with a major presence in Olympia, providing high wage jobs in a growing field and provides key services to our community.	Olympia is also a regional medical center, serving Thurston, Mason, Gray's Harbor and Lewis counties. Health care is the Thurston County's second largest employment sector, with an estimated 11,595 jobs- and is projected to continue growing in the future.
53	Holly Gadbow			11/9/2014	Text changes under "Olympia's Economic Profile"		Comment: I like the additional language under Olympia's Economic Profile.	No change. No revision requested.
54	Holly Gadbow			11/9/2014	Headwaters Large multi-ownership parcel	After the caption "Downtown Olympia" The Investment Strategy report provided a community wide assessment of key redevelopment opportunity areas. In addition to downtown, six geographic areas were examined in detail: <ul style="list-style-type: none"> • Kaiser/Harrison Potential for neighborhood commercial/mixed-use/retail district on large single-ownership tract • Olympia Landfill City-owned, potential major retail site adjacent to existing major retail area • Division/Harrison Potential neighborhood center adjacent to established neighborhoods • Headwaters Large multi-ownership parcel with wetland amenity and infrastructure challenges • K-Mart Site (currently vacant) on major close-in retail corridor 	Comment: Not familiar with the "Headwaters" site. A location for this site as well as the K-Mart site should be included. Not all current city or future residents are familiar with these sites.	No change. Detail on locations are in the referenced Investment Strategy Report.
55	Holly Gadbow			11/9/2014	Downtown Focus Area for Community	Following caption "Downtown Focus Area for Community Renewal Area Planning,	Comment: While it is true that the amenities like the WA Center, the Olympia Center, The City should examine why there has not been	No change. No revision requested.

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					Renewal Area Planning	<u>Although these public facilities help to improve our quality of life, public facilities cost money to operate and maintain. Unless they directly contribute to commerce they become a burden and are difficult to sustain within the City's general fund budget. In order to protect and enhance our quality of life it will be critically important for the City to make public investments and form public private partnerships that increase commerce in ways that are consistent with the community's values. The City should not make these sorts of investments without also considering the long-term maintenance and operations costs it will incur.</u>	more private investment and payback to the City in an expanded tax base stimulated by these public amenities.	
56	Olympia Planning Commission (OPC)			11/7/2014	First paragraph following caption "Community and Economy"	<u>Several recent studies suggest that a sense of "place" – a sense of authenticity, continuity and uniqueness – is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."</u>	<p>OPC reason: Based on research from some of our members, we suggest that "walkability" be added to the list of qualities that create a sense of place.</p> <p><u>Several recent studies suggest that a sense of "place" – a sense of authenticity, continuity and uniqueness – is the key to a community's future economic opportunity. One study found that cities in which residents reported highest levels of attachment to and passion for their communities also had the highest rates of economic growth over time. These studies also discovered that qualities such as a welcome and open feeling, attractiveness, walkability, and a variety of social events and venues all contributed to this emotional bond. Parks and trees, community and historic landmarks, and public art also contributed to that hard-to-define "sense of place."</u></p>	Accept commenter's proposed revision.
57	Jerry Parker			11/7/2014	CRA – Economy Chapter	References to CRA following the caption "Downtown Olympia"	<ul style="list-style-type: none"> • Finds the lengthy discussion of the Community Renewal Process inconsistent with and contrary to the level of detail in other portions of the Comprehensive Plan • Comp. Plan is a 20-year foundational document • Proposed CRA language is very complex, highly detailed, reads as though intended 	No change. Inconsistent with Council's previously-stated policy intent.

	Commenter	Business	Public Commenter at Council Public Hearing 11/3/2014	Written Comment Date	Topic	Location and context from Council revised Draft of the Comprehensive Plan	Summary of Comments	Staff Recommendations/Responses
							<p>to provide a 20-week or 20-month perspective, not a 20-year perspective</p> <ul style="list-style-type: none"> • Nature of the Comprehensive Plan is general guidance • CRA language departs dramatically from the overall tenor and scope of the 20-year Comprehensive Plan • CRA language creates confusion regarding the distinction between the Comp Plan and codes and regulations <p>Suggests the following draft language:</p> <p><i>In recognition of the need for additional legal and economic tools to achieve the objectives of the Comprehensive Plan and with a particular focus on the downtown of Olympia, the City invested in a Community Renewal process under provisions of existing state law. This process provides the City a means to both shape and implement a downtown plan as an important element of the implementation of the overall goals and objectives of the Comprehensive Plan.</i></p>	
58	Holly Gadbow			11/9/2014	Multiple Topics	<p>PE3.1 Support a safe and vibrant downtown with many small businesses, great public places, events, and activities from morning through evening.</p> <p>PE3.3 Promote high-density housing downtown for a range of incomes.</p> <p>PE3.5 Support continuation of the Dash Shuttle as a means of linking the Capital Campus and downtown.</p> <p>PE4.6 Economic uncertainty created by site contamination can be a barrier to development in downtown and elsewhere in our community; identify potential tools, partnerships and resources that can be used to create more economic certainty for developments by better characterizing contamination where doing so fulfills a public</p>	<p>Comment: They support remedies for the concerns I've listed or lend support to improving the viability of DT.</p>	No change. No revision requested.

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						<p>purpose.</p> <p>PE4.7 Identify where new and upgraded utilities will be needed to serve areas zoned for commercial and industrial use, and encourage the development of utilities to service these areas.</p> <p>PE4.9 Collaborate with public and private partners to finance infrastructure needed to develop targeted commercial, residential, industrial, and mixed-use areas (such as Downtown Investment Strategy Report opportunity areas and along Urban Corridors) with water, sewer, electricity, street, street frontage, public parking, telecommunications, or rail improvements, as needed <u>and consistent with the Comprehensive Plan</u>.</p> <p>PE4.10 Encourage new development in areas the City has designated for <u>“infilling,”infill</u> before considering proposals to expand land-use areas, or add<u>ing</u> new ones.</p> <p>PE4.11 Serve sites to be designated for industrial or commercial development with required utilities and other services on a cost-effective basis and at a level appropriate to the uses planned for the area and coordinated with development of the site.</p>		
PUBLIC SERVICES								
	NO COMMENTS							
CAPITAL FACILITIES PLAN								
	NO COMMENTS							
PARKS, ARTS & RECREATION								
	NO COMMENTS							
GENERAL COMMENTS								
59	Adam Frank	OMB		10/31/2014			“While we appreciate the discussion about what should and should not be required in the Comprehensive Plan, OMB would like to see it bear more fruit in the plan itself....a form of the word “require” still appears in the land	No change. Inconsistent with Council’s previously-stated policy intent. Addressed commenter’s specific comments above.

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							<p>use chapter 49 times, mandating a range of activities....”</p> <p>OMB urges the Council to make the Plan a less prescriptive, broader policy document by removing specific requirements ...”</p> <p>“Between the land use and transportation chapters, a form of the word “require” appears 87 times – 49 times in the shorter land use chapter alone.”</p>	
60	E.B. Galligan	Port of Olympia		11/7/2014	Overarching Comment		<ul style="list-style-type: none"> Port engages in its own long-range planning processes, the Port’s Comprehensive Scheme of Harbor Improvements The Draft Comprehensive Plan does not encourage consistency between the two governments’ planning documents 	No additional change. Addressed commenter’s specific comments above.
61	Lon Wyrick	TRPC		11/7/2014	Caring for existing infrastructure and keeping life cycle costs as low as possible		TRPC comment: System preservation is a core regional transportation priority. If jurisdictions cannot afford to maintain system infrastructure in a cost effective way, they cannot afford to rebuild it. Olympia is encouraged to work towards fully funding an optimal pavement preservation program.	No change. No revision requested.
62	Lon Wyrick	TRPC		11/7/2014	Maximize system efficiently before resorting to system expansion.		TRPC comment: The additional emphasis in this draft on location-efficiency when evaluating system impacts and possibly even in impact fee structures is an excellent opportunity to support system efficiency over time through better land use patterns.	No change. No revision requested.
63	Lon Wyrick	TRPC		11/7/2014	Incorporate regional standards for maximum arterial width		TRPC comment: Olympia has endorsed the five-lane maximum mid-block cross section for its arterials since the late 1990s.	No change. No revision requested.
64	Lon Wyrick	TRPC		11/7/2014	Promote street connectivity		TRPC comment: Long recognized as the foundation for an efficient transportation system, street connectivity: disperses traffic equitably and efficiently across the system; reduces per capital miles driven and pressure to widen existing streets; enhances the efficient operation of transit, school buses, and other municipal services and freight	No change. No revision requested.

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							delivery ; and increases system redundancy and reliability for all modes of travel. Recent City discussions hint at a potential shift in this policy.	
65	Lon Wyrick	TRPC		11/7/2014	Level of Service Standards (LOS) consistent with regionally adopted standards		TRPC comment: Olympia has incorporated regional LOS standards in its policies. 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 looks forward to working with Olympia in this regional process.	No change. No revision requested.
66	Lon Wyrick	TRPC		11/7/2014	Policy consistent with regional policy regarding urban corridors		TRPC comment: General intent of urban corridors as described in regional policy is included to some degree in these draft transportation and land use elements. Olympia uses 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 will present. 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.	No change. No revision requested.
67	Lon Wyrick	TRPC		11/7/2014	Does Olympia policy promote the goals and policies of Sustainable Thurston, and incorporate relevant recommendations and action from that plan?		TRPC comment: While the Economy element of this draft does reference data from Sustainable Thurston regarding significant demographic shifts underway and the implications for housing, services, and transportation, it is unclear if any of its comprehensive goals and actions regarding transportation, land use, affordable housing, public health, energy ...and other critical elements of our regional community were incorporated in the Comp Plan.	No change. No revision requested.
68	Holly Gadbaw			11/9/2014	Introduction		Likes additional text on pages 11-20 of the Summary Table.	No change. No revision requested.
69	Jay Elder			11/9/2014	Rezoning Issue		Rezone for parts of the historic neighborhood Downtown design guidelines, specifically: 1. Rezone the entire State Avenue PO/RM zone and both sides of State Avenue between Eastside and Plum to HDC-1. 2. Include the new HDC-1 zoned area in the	No change at this time. Request is for amendment to Comprehensive Plan's Future Land Use Map and zoning map. Recommend consideration as part of a future annual Comprehensive Plan amendment cycle.

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							HDC Design District and change the Design District designation so that the entire Olympia Avenue Historic District is in the Residential Infill District.	
70	Stuart Drebeck		11/3/2014		Prescriptive Text		Comment: There are now 150 uses of the word "requires" in the Plan, too prescriptive. There are also 46 "musts", 5 "shalls", and 89 "wills" – use these words in zoning ordinances, not long-term planning ordinances	No change. Inconsistent with Council's previously-stated policy intent. Addressed commenter's specific comments above.
71	Walt Jorgensen		11/3/2014		Downtown		Comments: <ul style="list-style-type: none"> The Downtown will be defended from SLR. Economy Chapter: RE: CRA is more detailed than the rest of the Plan and this level of detail is usually discouraged in the Comprehensive Plan. Supports removing CERC from CRA and start with the Downtown Plan. 	No change. Inconsistent with Council's previously-stated policy intent.
72	Joe Ford		11/3/2014		Cycling Emphasis		Comments: <ul style="list-style-type: none"> Praised emphasis on cycling Complete streets vision statement Expansion of bike network Separate bike facilities 198 times in Transportation Chapter appears cycling terms; 177 policies, 46 contain bicycling. 	No change. No revision requested.
73	Seth Hutt	President, Bigelow Neighborhood Association	11/3/2014		PL8.5, PL13.7		Comments: Annual Updates of Plan, any time zoning code with public process. Does not support "any time" code changes throughout the year. Current annual process is simpler for the public to follow.	No change. Council has referred issue of frequency of consideration of rezones to Olympia Planning Commission.
74	Jeff Jaksich		11/3/2014		Lack of performance measures in the Plan. Neighborhoods		Comments: <ul style="list-style-type: none"> Very concerned about the process for the Plan and lack of performance measure in Plan to see results. Downtown Plan is higher priority than CRA. 1994 Plan was a good Plan but wasn't connected with implementing ordinances. 	No change. Performance measures to be included in Action Plan.

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							<ul style="list-style-type: none"> • Neighborhoods are priority – mitigate impacts and don't allow "urban" uses to encroach, especially to the east of Plum 	