



# Meeting Agenda

## Planning Commission

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Contact: Cari Hornbein  
360.753.8048

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**Monday, September 20, 2021**

**6:30 PM**

**Online and via phone:**

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**Register to attend:**

**[https://us02web.zoom.us/webinar/register/WN\\_CxQXwwexTfOSkbsH1pJGZA](https://us02web.zoom.us/webinar/register/WN_CxQXwwexTfOSkbsH1pJGZA)**

**1. CALL TO ORDER**

*Estimated time for items 1-5: 20 minutes*

**1.A ROLL CALL**

**2. APPROVAL OF AGENDA**

**3. APPROVAL OF MINUTES**

**3.A [21-0907](#) Approval of August 16, 2021 Planning Commission Meeting Minutes**

**Attachments:** [08162021 Minutes\\_Draft](#)

**4. PUBLIC COMMENT**

*During this portion of the meeting, citizens may address the Advisory Committee or Commission regarding items related to City business, including items on the Agenda. In order for the Committee or Commission to maintain impartiality and the appearance of fairness in upcoming matters and to comply with the Public Disclosure Law for political campaigns, speakers will not be permitted to make public comments before the Committee or Commission in these two areas: (1) on agenda items for which the Committee or Commission either held a Public Hearing in the last 45 days, or will hold a Public Hearing within 45 days, or (2) where the speaker promotes or opposes a candidate for public office or a ballot measure. Individual comments are limited three (3) minutes or less.*

**REMOTE MEETING PUBLIC COMMENT INSTRUCTIONS:**

*Live public comment will be taken during the meeting but advance registration is required. The link to register is at the top of the agenda. You will be given the choice to comment during the registration process. After you complete the registration form, you will receive a link by email to log onto or call into Zoom for use at the meeting date and time. If you plan on calling into the meeting, you will need to provide*

*your phone number at registration so you can be recognized during the meeting. Once connected to the meeting you will be auto-muted. At the start of the public comment period, the Chair will call participants by name to speak in the order they signed up. When it is your turn to speak, your microphone will be unmuted.*

**5. STAFF ANNOUNCEMENTS**

*This agenda item is also an opportunity for Commissioners to ask staff about City or Planning Commission business.*

**6. BUSINESS ITEMS****6.A** [21-0905](#) Smith Lake Rezone

**Attachments:** [Zoning Map](#)  
[Rezone Criteria Excerpt](#)  
[Zone Comparison](#)  
[Comprehensive Plan Future Land Use Map](#)

*Estimated time: 30 minutes*

**6.B** [21-0878](#) Capital Facilities Plan, 2022-2027 Financial Plan - Public Hearing

**Attachments:** [Online link to Preliminary CFP](#)  
[UAC Comment Letter](#)

*Estimated time: 45 minutes*

**6.C** [21-0846](#) 2021 Comprehensive Plan Amendments - Deliberations

**Attachments:** [Webpage with link to application materials](#)  
[Public Comments Received by Deadline](#)  
[Proposed Community Values and Vision Introductory Language \(application\)](#)  
[Proposed Neighborhood Character Definition \(application excerpt\)](#)  
[Council Response regarding Intent](#)  
[Staff Recommendation for Neighborhood Character](#)  
[Commissioner Richmond Recommendation](#)  
[CNA Recommendation for Neighborhood Character](#)  
[Deliberations Summary](#)  
[Housing Action Plan Webpage](#)

*Estimated time: 60 minutes*

**7. REPORTS****8. OTHER TOPICS****9. ADJOURNMENT**

*Approximately 9:00 p.m.*

**Upcoming**

*Next regular Commission meeting is to be determined. See 'meeting details' in Legistar for list of other meetings and events related to Commission activities.*

**Accommodations**

*The City of Olympia is committed to the non-discriminatory treatment of all persons in employment and the delivery of services and resources. If you require accommodation for your attendance at the City Advisory Committee meeting, please contact the Advisory Committee staff liaison (contact number in the upper right corner of the agenda) at least 48 hours in advance of the meeting. For hearing impaired, please contact us by dialing the Washington State Relay Service at 7-1-1 or 1.800.833.6384.*



City Hall  
601 4th Avenue E.  
Olympia, WA 98501  
360-753-8244

## Planning Commission

### Approval of August 16, 2021 Planning Commission Meeting Minutes

**Agenda Date:**  
**Agenda Item Number: 3.A**  
**File Number: 21-0907**

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**Type:** minutes **Version:** 1 **Status:** In Committee

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**Title**

Approval of August 16, 2021 Planning Commission Meeting Minutes



# Meeting Minutes - Draft

## Planning Commission

City Hall  
601 4th Avenue E  
Olympia, WA 98501

Contact: Cari Hornbein  
360.753.8048

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**Monday, August 16, 2021**

**6:30 PM**

**Online or via phone:**

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**1. CALL TO ORDER**

Chair Millar called the meeting to order at 6:30 p.m.

**1.A ROLL CALL**

**Present:** 9 - Chair Candi Millar, Vice Chair Aaron Sauerhoff, Commissioner Paula Ehlers, Commissioner Tammy Adams, Commissioner Rad Cunningham, Commissioner Carole Richmond, Commissioner Zainab Nejati, Commissioner Tracey Carlos and Commissioner Greg Quetin

**1.B OTHERS PRESENT**

Community Planning and Development Staff:  
Senior Planner Cari Hornbein  
Principal Planner Joyce Phillips

**2. APPROVAL OF AGENDA**

The agenda was approved.

**3. APPROVAL OF MINUTES**

**3.A** [21-0800](#) Approval of August 02, 2021 Planning Commission Meeting Minutes

**Attachments:** [08022021 Minutes\\_Draft](#)

The minutes were approved.

**4. PUBLIC COMMENT - None**

**5. STAFF ANNOUNCEMENTS**

Ms. Hornbein made announcements.

**6. BUSINESS ITEMS**

**6.A**     [21-0775](#)            2022-2027 Capital Facilities Plan Briefing

Ms. Phillips shared a Powerpoint presentation regarding the 2022-2027 Capital Facilities Plan.

**The information was received.**

**6.B**     [21-0783](#)            Neighborhood Centers - Briefing

**Attachments:**    [Designated Neighborhood Centers Map.pdf](#)  
[Neighborhood Centers - Descriptions.pdf](#)  
[Neighborhood Centers Webpage.pdf](#)

Ms. Hornbein shared a Powerpoint presentation regarding Neighborhood Centers.

**The information was received.**

**6.C**     [21-0708](#)            2021 Annual Comprehensive Plan Amendments - Recommendation

**Attachments:**    [Webpage with full application materials](#)  
[Staff Proposed Amendments](#)  
[Character Discussion](#)  
[Review Criteria Responses](#)  
[Public Comments](#)

Ms. Phillips shared a Powerpoint presentation and handouts regarding the recommendations for the 2021 Annual Comprehensive Plan Amendments.

**Motion 1:**

**Commissioner Carlos moved, seconded by Commissioner Cunningham to approve the addition of transportation multimodal concurrency language to the Comprehensive Plan, as submitted. The motion passed unanimously.**

**Motion 2:**

Commissioner Cunningham moved, seconded by Commissioner Adams to approve removal of the Log Cabin Road extension from the Comprehensive Plan, with the caveat that it be reviewed again in ten years.

Ms. Phillips asked the Commission for clarification. There were other future street connections in addition to the Log Cabin Road extension and staff wanted to know if the Commission intended for those to be included in the motion as well.

The motion was amended by Commissioner Cunningham, seconded by Commissioner Adams to approve removal of the Log Cabin Road extension from the Comprehensive Plan, with the caveat that it be reviewed again in ten years as proposed (in reference to the additional street connections). The motion passed unanimously.

**Motion 3:**

Commissioner Nejati moved, seconded by Commissioner Carlos to approve the amendments as proposed with the following modifications:

- a. In the definition of Neighborhood Character, in the first bullet, change “multi-mobility” to “multi-modal mobility”,
- b. Add a fourth bullet to the definition of Neighborhood Character, as proposed by staff, and
- c. Incorporate suggestions by Commissioner Richmond to the Values and Vision section of the Comprehensive Plan.

Action on this motion was delayed to the September 20 meeting.

**7. REPORTS - None****8. OTHER TOPICS- UW Code Amendments Recommendation Letter**

Commissioners approved by consensus the draft recommendation letter regarding the Urban Waterfront Code Amendments.

**9. ADJOURNMENT**

The meeting adjourned at 9:12 p.m.



## Planning Commission

### Smith Lake Rezone

**Agenda Date:** 9/20/2021  
**Agenda Item Number:** 6.A  
**File Number:** 21-0905

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**Type:** recommendation   **Version:** 1   **Status:** In Committee

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#### Title

Smith Lake Rezone

#### Recommended Action

Move to recommend to the Hearing Examiner that the requested rezone is inconsistent with the Comprehensive Plan; alternate recommendation of Residential - 4 Chambers Basin District (R-4CB) for applicant parcels and adjacent parcels in vicinity to City limit boundary lines.

#### Report

##### Issue:

Whether to make a recommendation to the Hearing Examiner regarding the proposed rezone's consistency with the Comprehensive Plan.

The City of Olympia has received an application to change the zoning of three parcels in the vicinity of the 4900 block of Normandy Drive SE from Residential 4-8 Units per Acre (R 4-8) to Residential - 4 Units per Acre (R-4). Upon review, City of Olympia staff is recommending an alternate zone change to Residential - 4 Chambers Basin District (R-4CB), including adjacent parcels to the north, south and east. This proposal will be considered by the Olympia Hearing Examiner at a public hearing before a recommendation is made to the City Council. The City's code provides an opportunity for the Planning Commission to make a recommendation regarding the proposal's consistency with the Comprehensive Plan.

#### Staff Contact:

Casey Schaufler, Assistant Planner, Community Planning & Development, 360.753.8254.

#### Presenter(s):

Casey Schaufler, Assistant Planner, Community Planning & Development

#### Background and Analysis:

On April 1, 2021, Blackbird Smith Lake, LLC submitted a request to change the zoning for three parcels totaling 49.16 acres from Residential 4-8 Units per Acre (R 4-8) to Residential - 4 Units per Acre (R-4).

The site is located in the southeast corner of the City and was annexed in 2006 under Ordinance 6423. Use in the area is predominantly residential with recreational trails on the eastern border.

Parts of the region were under a development moratorium from 2008 through 2012 due to high groundwater and surface flooding. In 2012, Thurston County adopted the R-4CB zone, previously adopted by the City of Olympia in 2008, in order to rezone the parcels in the Urban Growth Area to the immediate west of this proposal's subject parcels. The parcels in question are now surrounded by the zone R-4CB and share similar critical area issues.

A map of the area showing the proposed rezone (Attachment 1) and a summary of the zoning categories in question (Attachment 3) provide further context for the proposal.

### The Proposal

City staff recommends to rezone to the unique Residential - 4 Chambers Basin District (R-4CB) zone that takes into consideration the challenge of the applicant to develop their subject parcels at density consistent with the Comprehensive Plan due to underlying hydrologic concerns specific to the Chambers Basin area.

City staff also recommend the inclusion of ten additional parcels in the geographic area, adding an additional 68.8 acres for a total of 117.96 acres for consideration as rezone to R-4CB.

### Consistency with Comprehensive Plan

Rezoning these parcels from R-4-8 to R-4CB appears to be consistent with the Comprehensive Plan's goal of providing a variety of housing choices based on the geographic characteristics of the area. *"Low-Density Neighborhoods. This designation provides for low-density residential development...ranging from twelve units per acre to one unit per five acres depending on environmental sensitivity of the area. Specific zoning and densities are to be based on the unique characteristics of each area with special attention to stormwater drainage and aquatic habitat."* Appendix A, Comprehensive Plan.

The proposed rezone appears to be consistent with the Comprehensive Plan's goal of responding to the area's history of high water table and stormwater drainage challenges as described in policy PN1.1 states, *"Administer development regulations which protect environmentally sensitive areas, drainage basins, and wellhead areas."*

The proposal meets the requirements of OMC 18.59.055 that zoning districts correspond to future land use map designations in the Comprehensive Plan. Attachment 3 illustrates the location of the proposed rezone falling within an area identified for Low Density Neighborhoods. Both the existing R-4-8 and proposed R-4CB zoning districts fall within the Low Density Neighborhood area. It further meets requirements by resulting in a district that is compatible with the adjoining Chambers Basin zoning districts.

### **Neighborhood/Community Interests (if known):**

A neighborhood meeting was held on June 17, 2021. The neighborhood meeting only considered rezone of the applicant's three parcels. Neighbors of the proposed rezone site expressed concerns regarding impacts from increased traffic and environmental impacts of future development.

City staff has corresponded with adjacent homeowners and occupants within the City of Olympia, the Urban Growth Area, and the City of Lacey. This correspondence largely reflects concerns raised at the neighborhood meeting.

**Options:**

1. Recommend to the Hearing Examiner that the proposal is consistent with the Comprehensive Plan.
2. Recommend to the Hearing Examiner that the proposal is inconsistent with the Comprehensive Plan.
3. Recommend that the Hearing Examiner proceed without the recommendation from the Planning Commission.

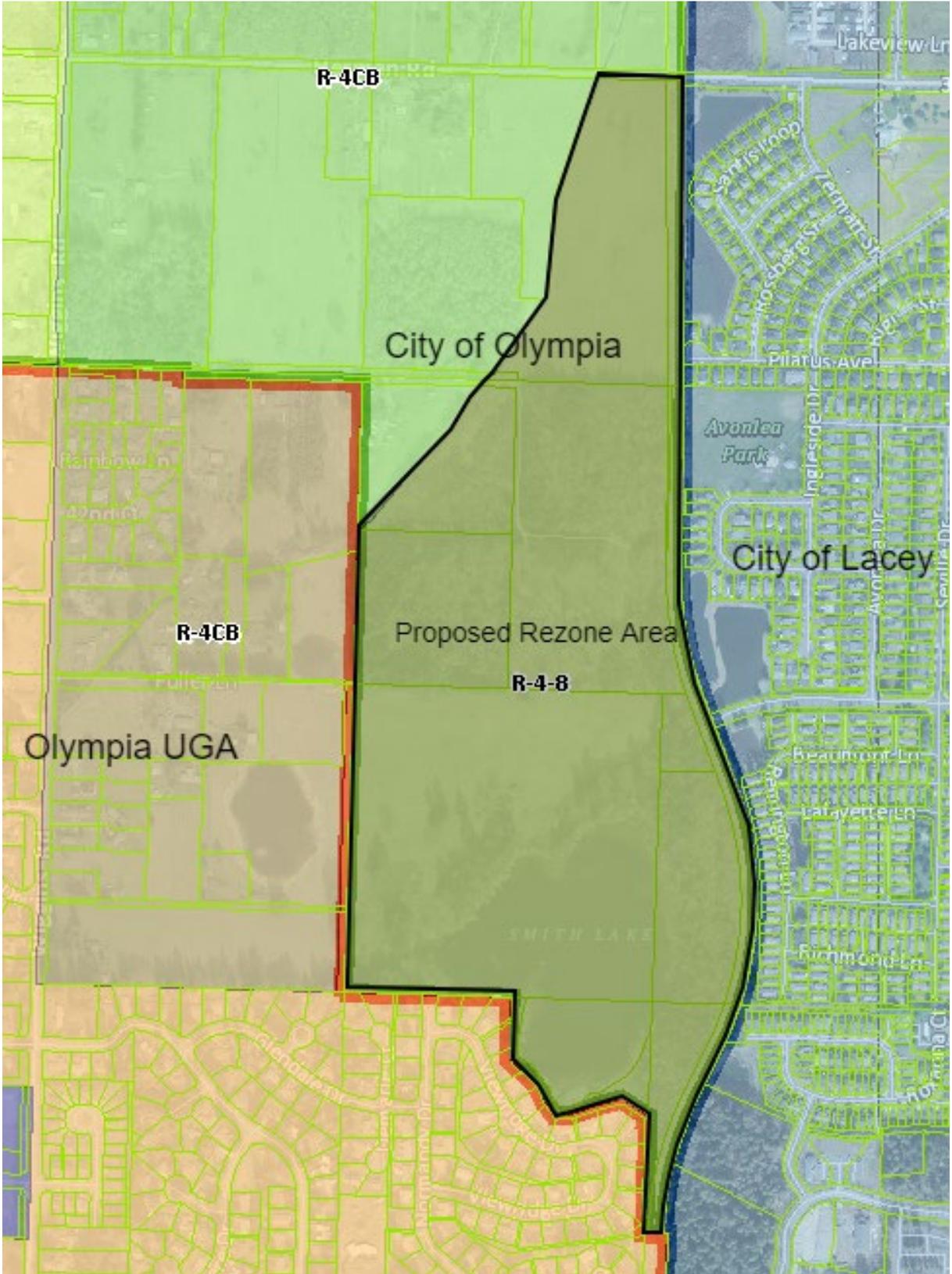
**Financial Impact:**

No direct impacts on City finances. Change in zoning may affect property values in the area and, upon future development, are likely to result in different demands for public services.

**Attachments:**

Zoning Map  
Rezone Criteria Excerpt  
Zone Comparison  
Comprehensive Plan Future Land Use Map

**Attachment 1 – Zoning Map**



## **Attachment 2 – Rezone Criteria Excerpt**

### **18.59.050 Decision criteria for rezone requests**

The following criteria will be used to evaluate each rezone request. A zoning map amendment shall only be approved if the Council concludes that at minimum the proposal complies with subsections A through C. To be considered are whether:

- A. The rezone is consistent with either the Comprehensive Plan including the Plan's Future Land Use map as described in OMC 18.59.055 or with a concurrently approved amendment to the Plan.
- B. The rezone will maintain the public health, safety, or welfare.
- C. The rezone is consistent with other development regulations that implement the comprehensive plan.
- D. The rezone will result in a district that is compatible with adjoining zoning districts; this may include providing a transition zone between potentially incompatible designations.
- E. Public facilities and services existing and planned for the area are adequate and likely to be available to serve potential development allowed by the proposed zone.

(Ord. 7013 §2, 2016; Ord. 6952 §2, 2015; Ord. 5792 §1, 1998).

### **18.59.055 Consistency between the zoning map and the future land use map**

- A. Although the Future Land Use map is not specific with regard to the edges of Land Use designations, the zoning map boundaries should not vary more than 200 feet from the land use designation shown on the Future Land Map.
- B. Each Neighborhood Retail or Neighborhood Center district, if any, shall be no further than four blocks (approximately 1000 feet) from a Neighborhood Center location indicated on the Future Land Use Map or is at a location proposed pursuant to the Subarea Planning process described in the Comprehensive Plan.
- C. Districts on the zoning map shall correspond to categories of the Future Land Use Map in accordance with the following table and be consistent with the purposes of each designation. Only those districts listed below are deemed to be consistent with the corresponding Future Land Use map designation, provided that zoning districts in locations enacted prior to January 1, 2015, may remain.

FUTURE LAND USE MAP DESIGNATION	ZONING DISTRICT(S)
Low Density Neighborhoods	Residential – 1 Unit per 5 Acres Residential Low Impact Residential – 4 Units per Acre Residential – 4 to 8 Units per Acre Residential – 6 to12 Units per Acre (only when adjacent to similar or higher density zoning district)

(Ord. 6952 §3, 2015).

**18.59.060 Planning Commission and City Council review and adoption process**

A. Following one or more public hearings the Planning Commission shall forward its written recommendation regarding each Comprehensive Plan amendment and any text amendments or rezones to the Council; provided that the Commission may forward any recommendation regarding a site-specific rezone to the Hearing Examiner without holding a public hearing.

B. The Council shall review the recommendations of the Planning Commission, may hold a public hearing, and shall decide whether to adopt, modify and adopt, reject or defer to a later date, each proposed amendment.

C. Each proponent shall be notified by mail of all public hearings and of the Council’s final decision.

(Ord. 7013 §3, 2016; Ord. 5792 §1, 1998).

### Attachment 3 – Rezone Comparison

DISTRICT	R-4	R-4CB	R 4-8	APPLICABLE REGULATIONS
District-Wide Regulations				
<b>1. SINGLE-FAMILY HOUSING</b>				
Accessory Dwelling Units	P	P	P	18.04.060(A)
Co-Housing	P	P	P	18.04.060(F)
Cottage Housing			P	18.04.060(H)
Manufactured/Mobile Home Parks (Rental Spaces)				18.04.060(P)
Manufactured Homes	P	P	P	18.04.060(O)
Single-family Residences	P	P	P	
Townhouses	P		P	18.64
<b>2. MULTIFAMILY HOUSING</b>				
Apartments				18.04.060(N)
Courtyard Apartments				18.04.060(II)
Boarding Homes				
Collegiate Greek system residences				
Dormitories				
Duplexes - Existing	P		P	18.04.060(J)
Duplexes	P	P	P	
Duplexes on Corner Lots	P	P	P	18.04.060(HH)
Triplexes			P	
Fourplexes		P	P	
Sixplexes				
Group Homes with 6 or Fewer Clients and Confidential Shelters	P	P	P	18.04.060(K)
Group Homes with 7 or More Clients			C	18.04.060(K)
Lodging Houses				

Nursing/Convalescent Homes			C	18.04.060(S)
Retirement Homes				
<b>3. COMMERCIAL</b>				
Child Day Care Centers	C	C	C	18.04.060(D) 18.04.060(AA)
Commercial Printing				
Drive-In and Drive-Through Businesses -- Existing				18.04.060(J)
Food Stores				18.04.060(AA)
Hardware Stores				
Home Occupations (including Adult Day Care, Elder Care Homes, Family Child Care Homes, and Bed & Breakfast Houses)	P	P	P	18.04.060(L)
Hospice Care				18.04.060(M)
Laundries				18.04.060(AA)
Nursery (Retail and/or Wholesale Sales)	C	C	C	18.04.060(G)
Offices				18.04.060(AA)(2)
Personal Services				
Pharmacies				
Restaurants, without Drive-In and Drive-Through				
Servicing of Personal Apparel and Equipment				
Specialty Stores				
Veterinary Clinics - Existing	P		P	18.04.060(J)
Veterinary Clinics				
<b>4. ACCESSORY USES</b>				
Accessory Structures	P	P	P	18.04.060(B)
Electric Vehicle Infrastructure	P	P	P	18.04.060(GG)
Garage/Yard/Rummage or Other Outdoor Sales	P		P	5.24

Large Garages		C	C	18.04.060(B)
Residence Rented for Social Event, 7 times or more in 1 year	C		C	
Satellite Earth Stations	P	P	P	18.44.100
<b>5. RECREATIONAL USES</b>				
Community Parks & Playgrounds	C	C	C	18.04.060(T)
Country Clubs	C	C	C	
Golf Courses	C	C	C	
Neighborhood Parks	P/C	P/C	P/C	18.04.060(T)
Open Space - Public	P/C	P/C	P/C	18.04.060(T)
Racing & Performing Pigeons	C	C	C	18.04.060(Y)
Stables, Commercial and Private Existing	C		C	18.04.060(J)
Trails - Public	P/C	P/C	P/C	18.04.060(T)
<b>6. AGRICULTURAL USES</b>				
Agricultural Uses	P	P	P	
Greenhouses, Bulb Farms	C	C	C	18.04.060(G)
<b>7. TEMPORARY USES</b>				
Emergency Housing	P	P	P	18.04.060(DD)
Emergency Housing Facility	P	P	P	18.5
Model Homes	P	P	P	18.04.060(DD)
Residence Rented for Social Event, 6 times or less in 1 year	P	P	P	18.04.060(DD)
Wireless Communication Facility	P		P	18.44.060
<b>8. OTHER</b>				
Animals	P	P	P	18.04.060(C)
Cemeteries	C	C	C	18.04.060(E)
Community Clubhouses	P	P	P	

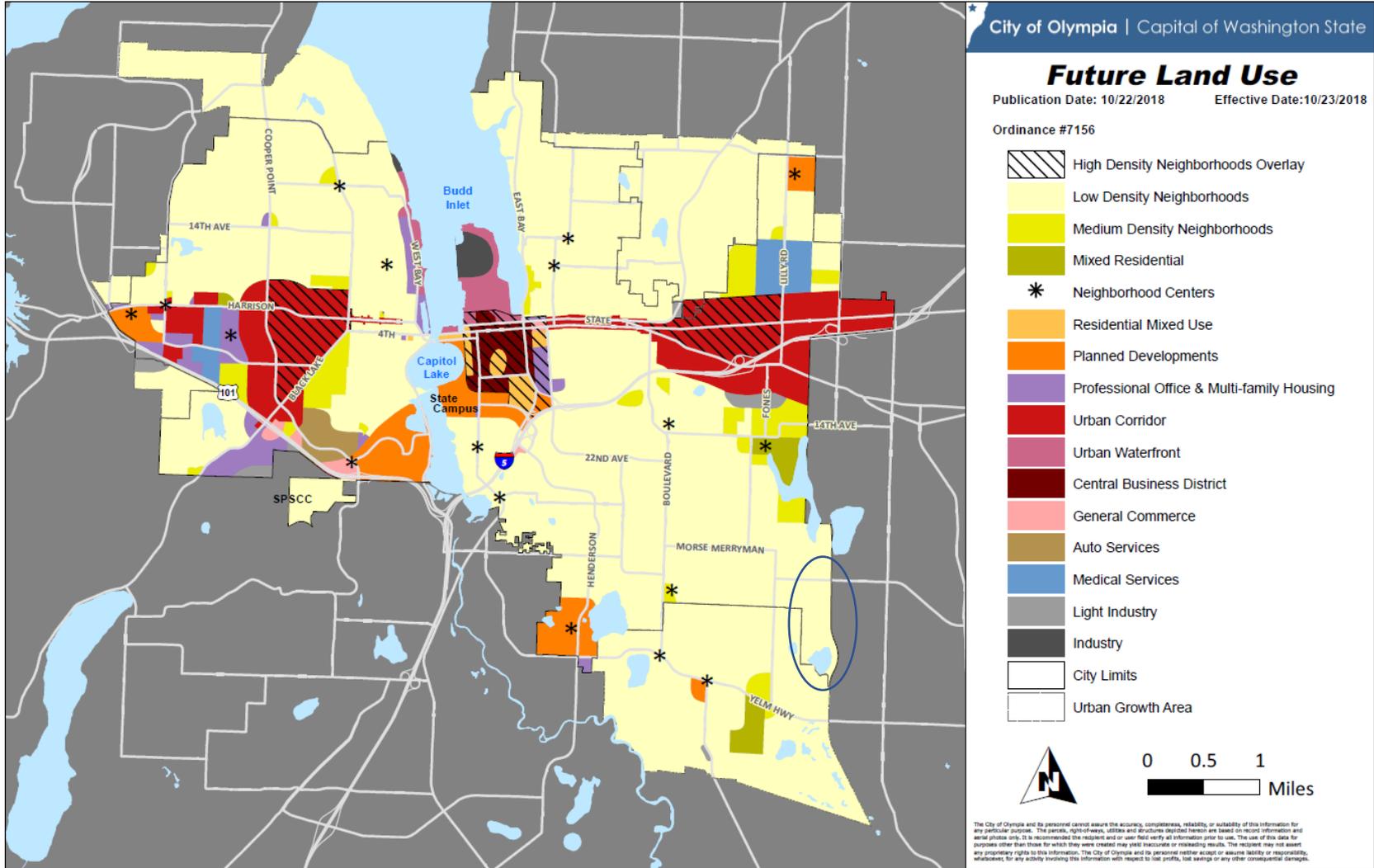
Crisis Intervention	C	C	C	18.04.060(I)
Historic House Museum	C	C	C	
Parking Lots and Structures				18.38.220 and .240
Places of Worship	C	C	C	18.04.060(U)
Public Facilities	C	C	C	18.04.060(V)
Public Facilities - Essential	C	C	C	18.04.060(W)
Radio, Television and Other Communication Towers	C	C	C	18.44.100
Schools			C	18.04.060(CC)
Social Organizations				
Mineral Extraction - Existing			C	18.04.060(J)
Utility Facility	P/C	P/C	P/C	18.04.060(X)
Wireless Communication Facilities	P/C	P/C	P/C	18.44
Workshops for Disabled People			C	18.04.060(R)
MAXIMUM HOUSING DENSITY (in units per acre)	4	4	8	18.04.080(A)
MAXIMUM AVERAGE HOUSING DENSITY (in units per acre)	4	4	8	18.04.080(A)(2)
MINIMUM AVERAGE HOUSING DENSITY (in units per acre)	---	---	4	18.04.080(B)
MINIMUM LOT SIZE	2,000 SF minimum	One acre; reduced to 12,000 SF if associated with a drainage dispersal tract of at	2,500 SF = cottage;	18.04.080(C) 18.04.080(D) 18.04.080(E) 18.04.080(F)
	3,000 SF average = townhouse;		2,000 SF minimum,	Chapter 18.64 (townhouses) 18.04.060(P) (mobile home parks)

	5,000 SF = other	least 65% in the same subdivision plat.	3,000 SF average = townhouse; 4,000 SF = other	
MINIMUM LOT WIDTH	50' except: 18' = townhouse	100'	45' except:	18.04.080(D)(1) 18.04.080(F) 18.04.080(G) 18.04.060(P) (mobile home parks)
			35' = cottage;	
			18' = townhouse	
MINIMUM FRONT YARD SETBACKS	20'	20'	20' except: 10' with side or rear parking; 10' for flag lots; 5' for agricultural buildings with farm animals	18.04.080(H) 18.04.080(I)
MINIMUM REAR YARD SETBACKS	25'	50'	20' except: 5' for agricultural buildings with farm animals; 10' for cottages, and wedge shaped lots	18.04.080(D) 18.04.080(F) 18.04.080(H) 18.04.080(I)
MINIMUM SIDE YARD SETBACKS	5' except: 10' along flanking street; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 5' for agricultural building with farm animals	10' minimum each side, and minimum total of 60' for both side yards.	5' except: 10' along flanking streets; except garages shall meet Minimum Front Yard Setbacks; 6' on one side of zero lot; 3' for cottages; 5' for agricultural buildings with farm animals	18.04.080(H)

MAXIMUM BUILDING HEIGHT	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units	40' except: 16' for accessory buildings; 24' for detached accessory dwelling units	35', except: 16' for accessory buildings; 24' for detached accessory dwelling units; 25' for cottage;	18.04.080(I)
			35' on sites 1 acre or more, if setbacks equal or exceed building height	
MAXIMUM BUILDING COVERAGE	35%	6%; increased to 18% if associated with drainage dispersal tract of at least 65% in the same subdivision plat.	45% = .25 acre or less 40% = .26 acres or more 60% = townhouses	
	60% = townhouses			
MAXIMUM ABOVE-GRADE STORIES	2 stories	3 stories	2 stories	
MAXIMUM IMPERVIOUS SURFACE COVERAGE	35%	6%; increased to 18% if associated with drainage dispersal tract of at least 65% in the same subdivision plat.	45% = .25 acre or less	18.04.080(K)
	60% = Townhouses		40% = .26 acre or more 60% = Townhouses	
MAXIMUM HARD SURFACE	65%	25%	65% = .25 acre or less	18.04.080(K)

	<b>80% = Townhouses</b>		<b>70% = .26 acre or more</b>	
			<b>80% = Townhouses</b>	
<b>MINIMUM OPEN SPACE</b>		<b>65% drainage dispersal area may be required; it may double as tree tract or critical areas buffer.</b>	<b>450 SF/unit for cottage developments</b>	<b>18.04.080(J); for Courtyard Apartments see 18.04.060(II)</b>

# Attachment 4 - Comprehensive Plan Future Land Use Map





## Planning Commission

### Capital Facilities Plan, 2022-2027 Financial Plan - Public Hearing

**Agenda Date:** 9/20/2021  
**Agenda Item Number:** 6.B  
**File Number:** 21-0878

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**Type:** public hearing **Version:** 2 **Status:** In Committee

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#### Title

Capital Facilities Plan, 2022-2027 Financial Plan - Public Hearing

#### Recommended Action

Conduct a public hearing to accept public comment on the Capital Facilities Plan, 2022-2027 Financial Plan prior to preparing a recommendation letter for the City Council.

#### Report

##### Issue:

Public hearing to accept public comment on the Capital Facilities Plan, 2022-2027 Financial Plan.

#### Staff Contact:

Joyce Phillips, Principal Planner, Community Planning and Development, 360.570.3722

#### Presenter(s):

Joyce Phillips, Principal Planner, Community Planning and Development

#### Background and Analysis:

The Capital Facilities Plan (CFP) is a Chapter in the City's 20-year Comprehensive Plan. The CFP portion of the Plan is updated annually.

The CFP identifies which capital facilities are necessary to support development and/or growth, as well as major capital investments needed for city infrastructure. Most projects listed are directly related to the applicable master plan or functional plan, such as the Parks, Arts and Recreation Plan, the Storm and Surface Water Plan, Transportation Master Plan, and other similar plans.

The Comprehensive Plan covers a 20-year time horizon; however, the Preliminary CFP 2022-2027 Financial Plan is primarily a 6-year financial plan. Projects for years 7-20 are identified but cost estimates and funding sources are less certain. The CFP is required by the Growth Management Act and includes specific projects, cost estimates, funding sources and strategies to implement the plan.

Some highlights of the CFP, 2022-2027 Financial Plan include:

- Armory Creative Campus Design

- Peace and Healing Park Design
- Grass Lake Nature Park Trail Improvements
- Lions Park Sprayground Construction
- State Avenue Safety Improvements
- Fones Road Improvements (Pacific to 18<sup>th</sup>)
- Boulevard Road Trail Crossing Improvements
- Accessibility Improvements (Washington Center for the Performing Arts Building)
- Boulevard Road Reservoir Rehabilitation
- Old Port 1 Sewer Lift Station Upgrades
- Woodard Creek/Woodland Trail Fish Passage
- Maintenance Facility Planning, Design and Construction

**Neighborhood/Community Interests (if known):**

The Capital Facilities Plan addresses the provisions of essential city services and is of broad community interest. It addresses a wide variety of issues, including: Parks, Arts, and Recreation projects; Transportation projects; General Capital Facilities projects; Fire projects; Drinking Water projects; Wastewater projects; Storm and Surface Water projects; and it incorporates projects from other service providers such as the Olympia School District.

City staff works closely with the Bicycle, Pedestrian Advisory Committee; the Parks & Recreation Advisory Committee, and the Utility Advisory Committee to identify and prioritize projects in the Preliminary CFP, 2022-2027 Financial Plan. These committees also provide comments to the City Council.

**Options:**

1. Recommend that the City Council approve the Preliminary Capital Facilities Plan, 2022-2027 Financial Plan as proposed.
2. Recommend that the City Council approve the Preliminary Capital Facilities Plan, 2022-2027 Financial Plan, with modifications or comments recommended by the Planning Commission.
3. Do not recommend to the City Council approval of the Preliminary Capital Facilities Plan, 2022-2027 Financial Plan.

**Financial Impact:**

The six-year financial plan projects investments totaling just under \$212.5 million. The first year of the CFP represents the 2022 Preliminary Capital Budget which is just over \$39 million.

**Attachments:**

Online link to Preliminary CFP  
UAC Comment Letter



September 1, 2021

Olympia Planning Commission  
PO Box 1967  
Olympia, WA 98507-1967

Dear Commissioners:

**SUBJECT: Preliminary 2022-2027 CFP Recommendations**

Thank you for the opportunity to provide citizen committee recommendations on the 2022-2027 Capital Facilities Plan (CFP). The members of the Utility Advisory Committee (UAC) understand that this work is a fundamental responsibility of our committee.

On August 12, 2021, staff presented the proposed preliminary 2022-2027 CFP to the UAC and we unanimously approved it. We find it guided by and consistent with the utility management plans, which were developed to be reflective of the growth and development objectives established in the City's Comprehensive Plan. In general, the CFP (pertinent to the utilities) anticipates that current projects can be funded with the estimated revenues. However, the UAC is aware of the capital project funding challenges faced by all the utilities.

On behalf of the members of the UAC, please let me know if you have any questions. I can be reached via email at [cstephenson@ci.olympia.wa.us](mailto:cstephenson@ci.olympia.wa.us)

Sincerely,

for **CULLEN STEPHENSON**  
Chair  
Utility Advisory Committee

CS/EC:lm

ec: UAC Members  
Gary Franks, Waste ReSources Director  
Eric Christensen, Water Resources Director  
Susan Clark, Water Resources Engineering and Planning Manager



## Planning Commission

### 2021 Comprehensive Plan Amendments - Deliberations

**Agenda Date:** 9/20/2021  
**Agenda Item Number:** 6.C  
**File Number:**21-0846

---

**Type:** recommendation   **Version:** 1   **Status:** In Committee

---

#### **Title**

2021 Comprehensive Plan Amendments - Deliberations

#### **Recommended Action**

Move to reconfirm the August 16, 2021, Planning Commission motions and votes on Parts A and B of the 2021 Comprehensive Plan Amendments and recommend approval of Part C of the 2021 Comprehensive Plan Amendments.

#### **Report**

##### **Issue:**

Whether to reconfirm the August 16, 2021, Planning Commission motions and votes on Parts A and B of the 2021 Comprehensive Plan Amendments and recommend approval of Part C of the 2021 Comprehensive Plan Amendments.

#### **Staff Contact:**

Joyce Phillips, Principal Planner, Community Planning and Development, 360.570.3722

#### **Presenter(s):**

None, continuation of Commission deliberations.

#### **Background and Analysis:**

##### Background

Under the Growth Management Act, local governments are generally allowed to amend Comprehensive Plans once a year. Olympia has a process to allow for such amendments, as outlined in Chapter 18.59 of the Olympia Municipal Code (OMC).

Plan Amendments are considered in a two-step process and based on the review and evaluation criteria for each step. The first step is known as the preliminary or screening review. In the first step the City Council considers the proposals and determines which will advance to the final review stage, which includes a public hearing before the Planning Commission.

This year, there are three parts to a City of Olympia proposal to amend the Plan (the application materials are provided in full on the webpage, Attachment 1):

- Part A: Text amendments requested by the Public Works Department regarding transportation concurrency.
- Part B: Text and transportation map amendments requested by the Public Works Department regarding future street connections in the southeast portion of Olympia, in and near the area known as “LBA Woods”.
- Part C: Text amendments requested by Council to improve language around equity and inclusion, including adding a definition of Neighborhood Character.

In addition to reviewing the proposed amendments in regard to the Final Review and Evaluation Criteria included in the Olympia Municipal Code, staff also reviews proposed amendments in regard to compatibility with the text, goals, and policies of the Comprehensive Plan and City development regulations meant to implement the Plan. For these proposals, that included looking throughout the Plan for how the term “character” is used.

It is important to note that the terms “character” and “neighborhood character” are not defined in the glossary. The term character is used to refer to both the natural and built environments in various places throughout the Plan. It is also a term that, when read, can mean different things to different people as it is somewhat subjective. In Part C of the application, more context is proposed to describe neighborhood character. It is intended to increase equity and inclusion for Olympia’s neighborhoods as our city continues to grow. Staff believes this aligns strongly with Olympia’s values of being a community that welcomes and accepts people of all races, religions, ethnic backgrounds, and regardless of gender identity or sexual orientation.

However, upon review of the Plan, staff noted physical attributes that are used to describe neighborhoods and neighborhood character. These attributes also influence neighborhood character. While the proposal does not suggest removal of these attributes and descriptions in the Plan, staff believes they should be included in the proposed language that provides more context around what neighborhood character includes. The Staff Proposed Amendments (Attachment 6) include an additional bullet point that includes reference to these physical attributes that influence neighborhood character.

#### Council of Neighborhoods Association

Staff shared it’s proposed revision to the definition of neighborhood character with the Council of Neighborhoods Association (CNA) at its meeting on July 12, 2021. In response to the discussion at the meeting, the CNA formed a subcommittee to develop its own proposed revisions. The CNA request is included as Attachment 8.

#### Public Hearing

The public hearing was held on August 2, 2021. Public comments were solicited through 5:00 p.m. on August 2, 201 and several members of the public provided testimony at the public hearing. See attachment 2 for all written comments received by the deadline. Written comments received after the deadline have been retained and will be provided to City Council when the 2021 Comprehensive Plan Amendments are scheduled for Council action.

#### August 16, 2021, Planning Commission Meeting

There were technical difficulties at the August 16, 2021, Planning Commission meeting, which was a

virtual public meeting. As a result, members of the public were not able to join the meeting until almost halfway through the meeting. Although the portion of the meeting that was not accessible to the public covered different topics, because of the delay some people were understandably not in attendance when this proposal was discussed and deliberated on by the Commission at the end of the meeting. Staff believes some of the people who were not able to attend where interested hearing the Commission discussion on these proposed amendments.

For that reason, and to help ensure the Commission's motions and votes are conducted "on the record" during publicly accessible meetings, the Commission is asked to reconsider its motions and votes on Parts A and B of the proposed amendments at the September 20, 2021, meeting. The recording of the August 16, 2021, meeting is available on the City website and can be accessed at any time. However, to assist in the Commission's reconsideration, and to be as fully transparent as possible to the public, staff has provided a summary of the Commission's deliberations that took place at the August 16, 2021, meeting (see Attachment 9).

#### Commissioner Questions & Additional Information

Commission members have requested additional information in consideration of these proposed amendments as deliberations continue. Examples include a request of Council to identify its intent behind the proposed amendments in Part C (see Attachment 5); requesting information around past practices (e.g. redlining) that have had equity impacts (see Chapter 1 in the Housing Action Plan, accessed in Attachment 10); and a request to have the language proposed by Council (see Attachments 3 and 4), staff (see Attachment 6), the CNA Subcommittee (see Attachment 8), and Commissioner Richmond (see Attachment 7) provided as attachments at the September 20, 2021, meeting to assist in reviewing the language still under consideration.

#### **Neighborhood/Community Interests (if known):**

Public comments were submitted and have been provided to the Commission. Most comments received were in response to Part B of the proposal, regarding the request to remove the extension of Log Cabin Road and other future street connections from the Transportation 2030 maps in the plan and to instead add text stating the city could conduct an analysis of transportation needs in the area in approximately 10 years. This area is known as LBA Woods. Public comments were supportive of removing these street connections from the Transportation 2030 maps. Some of the comments received were in response to the proposed definition of neighborhood character. The Council of Neighborhoods Association subcommittee submitted written comments requesting specific revisions. All written comments submitted by the August 2, 2021, 5:00 p.m. deadline are provided (see Attachment 2).

#### **Options:**

1. Move to reconfirm the August 16, 2021, Planning Commission motions and votes on Parts A and B of the 2021 Comprehensive Plan Amendments and recommend approval of Part C of the 2021 Comprehensive Plan Amendments, as proposed by City Council.
2. Move to reconfirm the August 16, 2021, Planning Commission motions and votes on Parts A and B of the 2021 Comprehensive Plan Amendments and recommend approval of Part C of the 2021 Comprehensive Plan Amendments, as proposed by staff.
3. Move to reconfirm the August 16, 2021, Planning Commission motions and votes on Parts A and B of the 2021 Comprehensive Plan Amendments and recommend approval of Part C of the 2021 Comprehensive Plan Amendments, as amended by the Planning Commission.
4. Move to reconfirm the August 16, 2021, Planning Commission motions and votes on Parts A

and B of the 2021 Comprehensive Plan Amendments and recommend that the only portions of Part C that be adopted at this time are the changes to use gender neutral pronouns and the changes to use terms like resident and community member rather than citizen throughout the plan.

**Financial Impact:**

None directly. The staff time and resources to process city-proposed Comprehensive Plan Amendments is covered by the Department's base budget.

**Attachments:**

Webpage with link to application materials  
Public Comments received by deadline  
Proposed Community Values and Vision Introductory Language (application)  
Proposed Neighborhood Character Definition (application excerpt)  
Council Response regarding Intent  
Staff Recommendation for Neighborhood Character  
Commissioner Richmond Recommendation  
CNA Recommendation for Neighborhood Character  
Deliberations Summary  
Housing Action Plan Webpage

**From:** [Nick Sanders](#)  
**To:** [Joyce Phillips](#)  
**Subject:** LBA Woods  
**Date:** Friday, April 30, 2021 5:14:01 PM

---

**External Email Alert!**

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Hello Joyce, I'd like to share my perspective on possible development of the LBA Woods.

Olympia is a great place to live. Retaining natural forests, parks and open spaces for public use is essential in keeping Olympia a great place to live. The LBA Woods is a place my family visits often. Its part of the reason we chose to live in the neighborhood near by. Please leave LBA Woods intact, they way it currently exists, and do not develop it for any reason.

Thank you,

Nick Sanders

**From:** [Candi Millar](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Fw: Updated Comprehensive Plan - LBA Park: Request for Removal of Road in Plans  
**Date:** Wednesday, June 02, 2021 2:42:59 PM

---

Hi Joyce,

I'm forwarding each of the emails individually as it doesn't look like you are copied on any of them.

*Candi Millar, AICP*

---

**From:** ckelpforest@gmail.com <ckelpforest@gmail.com>  
**Sent:** Tuesday, June 1, 2021 9:36 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Cc:** kbraseth@ci.o <kbraseth@ci.o>; Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>  
**Subject:** RE: Updated Comprehensive Plan - LBA Park: Request for Removal of Road in Plans

External Email Alert!

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FYI- Please see that all current members of the Board receive my comments below. Contact information was not complete on your website and I believe you have several vacant positions, so I am unclear how to contact all relevant staff.

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

**From:** Cynthia Stonick <ckelpforest@gmail.com>  
**Sent:** Tuesday, June 1, 2021 8:33 PM  
**To:** kbraseth@ci.olympia.wa.us  
**Subject:** Updated Comprehensive Plan - LBA Park: Request for Removal of Road in Plans

Please forward my comments to the entire Planning Commission Board.

I am opposed to the construction of a new road in LBA park. Putting in a road destroys all the values this park has to offer. My family has been walking this area for over 20 years and it is very important to us. Having a road through the middle of the park will destroy the beauty, serenity, and diversity that this unique park has to offer.

The City recently purchased the newer section for a "park," not a roadway! Please do not sacrifice the park at the expense of new development. Transit, bicycling, walking and other forms of alternative transportation should be encouraged rather than more roads and cars.

This is a unique park with fields, wetlands, and forested uplands. Many

wild animals including birds utilize this area. A roadway will only remove the value and diversity that the LBA Park currently offers, so please remove mention of the road in the updated comp plan.

Thank you,  
Cynthia L. Stonick  
3418 Donnelly Dr SE  
Olympia, WA  
(360) 456-7975  
ckelpforest@gmail.com

Sent from my iPad

**From:** [Candi Millar](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Fw: Follow Through Needed to Stop the Road Through the LBA Woods  
**Date:** Wednesday, June 02, 2021 2:43:30 PM

---

2nd...

[Candi Millar, AICP](#)

---

**From:** ZOE CORWIN <zoe88@comcast.net>  
**Sent:** Monday, May 31, 2021 7:28 AM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Fwd: Follow Through Needed to Stop the Road Through the LBA Woods

**External Email Alert!**

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Hello Everyone,

I hope you are well and happy. This letter is to beg you to Stop the Road through LBA Park. Please do not continue paving the road, installing new roads, or extending the existing road. Please leave this land natural.

The woods in LBA need to be protected, so it remains for everyone to use in the future. If the road is continued, eventually businesses, cars and homes would invade this area. Once the woods are gone, they will be gone forever. Please walk through the forest yourself. You will find it is extremely beautiful. Please do not ruin it. There are not many forests in Olympia where people can walk. Most are owned by rich people who put up no trespassing signs.

Do you have to be rich to walk in a forest? Please, NO. Don't make it possible. Keep this forest and the surrounding lands unchanged for the happiness of all. I know it would be nice for State workers to have the road paved, but the happiness of all is more important than the happiness of a few. So, please do whatever you can to Stop the Road in LBA.

Thank you for your time and consideration.

Zoe Corwin

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

**From:** LD <stoptheroadlba@yahoo.com>  
**To:** Larry Jeza <stoptheroadlba@yahoo.com>  
**Date:** 05/30/2021 12:34 PM  
**Subject:** Follow Through Needed to Stop the Road Through the LBA Woods

**"It ain't over till it's over."  
- Yogi Berra**

Removing the road through the LBA Park is continuing to proceed. The City's February 9<sup>th</sup> proposed amendment to the Comprehensive Plan which removes the road is moving to the next step in the process.

After the Planning Commission reviews the City's staff final review and comments on the road removal amendment, they will set a **hearing date** to hear arguments for and against removing the road from the Comprehensive Plan. Following the hearing, the Planning Commission will recommend to the City Council whether the amendment should be adopted.

We need you to contact the Planning Commission by all the usual methods and let them know why we support stopping the road. Planning Commission contact information:

Olympia Planning Commission Members

Candi Millar, Chair - [cmillar@ci.olympia.wa.us](mailto:cmillar@ci.olympia.wa.us)  
Aaron Sauerhoff, Vice Chair - [asauerho@ci.olympia.wa.us](mailto:asauerho@ci.olympia.wa.us)  
Carole Richmond - [crichmon@ci.olympia.wa.us](mailto:crichmon@ci.olympia.wa.us)  
Paula Ehlers - [pehlers@ci.olympia.wa.us](mailto:pehlers@ci.olympia.wa.us)  
Rad Cunningham - [rcunning@ci.olympia.wa.us](mailto:rcunning@ci.olympia.wa.us)  
Tammy Adams - [tadams@ci.olympia.wa.us](mailto:tadams@ci.olympia.wa.us)  
Greg Quetin - Newly appointed, no email provided yet.  
Tracey Carlos - Newly appointed, no email provided yet.  
Zainab Nejati – Newly appointed, no email provided yet.

*Easy Paste Email Addresses*

[tadams@ci.olympia.wa.us](mailto:tadams@ci.olympia.wa.us), [rcunning@ci.olympia.wa.us](mailto:rcunning@ci.olympia.wa.us),  
[pehlers@ci.olympia.wa.us](mailto:pehlers@ci.olympia.wa.us), [crichmon@ci.olympia.wa.us](mailto:crichmon@ci.olympia.wa.us),  
[asauerho@ci.olympia.wa.us](mailto:asauerho@ci.olympia.wa.us), [cmillar@ci.olympia.wa.us](mailto:cmillar@ci.olympia.wa.us),  
[chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)

**Commission Staff Liaison**

Cari Hornbein, Senior Planner  
Email: [chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)  
Phone: 360.753.8048

**Mailing Address**

City of Olympia  
Community Planning and Development Department  
PO Box 1967 Olympia WA 98507-1967

**Background and Review**

The City Council has created a draft amendment to remove the road that reads in part,

*“Proposed replacement text to Appendix A:*

*Log Cabin Road Street Connection: Boulevard Road to Wiggins Road*

*This comprehensive plan includes specific language and guidance on street connections, and it proposes major street connections in parts of the City. The Log Cabin Road extension was proposed in previous comprehensive plans to connect Boulevard Road to Wiggins Road. This street connection was identified as a need for both the local and regional transportation system. It would serve motor vehicles, pedestrians, bicyclists, and potentially transit.*

*A 2016 evaluation indicated that the Log Cabin Road street connection is likely not needed until about 2040. In 2021, the City Council removed the Log Cabin extension and other smaller street connections in this vicinity from this plan. Instead, in approximately 2030, the multimodal transportation needs in southeast Olympia will be studied. This in-depth evaluation is needed to understand the transportation and street connection needs in the southeast area. Because the Log Cabin Road street connection was identified as having regional significance, neighboring jurisdictions will also be involved in this evaluation. A public involvement process will be included in this evaluation.”*

Source “Final Comprehensive Plan Amendment”. See attached or download the PDF at: <https://ci-olympia-wa.smartgovcommunity.com/Blob/5a70ddbc-7360-4b89-b7f5-16a7227e411f>.

### **Schedule for Considering Adoption of Amendment to Stop the Road**

Here is the general schedule for the remainder of the process, but it can vary depending on complexity and number of comments received:

**Staff Report:** Staff will complete their analysis near the end of May.

#### **Planning Commission Consideration:**

- Public Hearing: July
- Planning Commission Deliberations and Recommendation: July/August

#### **City Council Action:**

Typically takes place in October or November

#### **Actions needed by you:**

Write to the Planning Commission about why you believe they should recommend stopping the road through the LBA Woods.

The City staff have not changed their Log Cabin project website to reflect the new direction of the city council <https://olympiawa.gov/city-services/transportation-services/plans-studies-and-data/log-cabin-connection.aspx> The City’s website still references the 2016 staff evaluation that says it is needed to avoid additional costs for street widening alternatives. The Council now knows that enabling more traffic throughput encourages more vehicle use and is only, at best, a temporary solution to congestion.

[Getting your voice heard by the City Planning Commission is critical to continue the promising progress we have made so far.](#)

We will let you know when new information becomes available and when the Public Hearing is scheduled.

For more information about the how to stop the road, talking points and an updated LBA Woods map go to <https://tinyurl.com/StopTheRoad> website.

**From:** [Candi Millar](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Fw: road  
**Date:** Wednesday, June 02, 2021 2:43:58 PM

---

3rd...

*Candi Millar, AICP*

---

**From:** JAN SEGUIN <jseguin21@comcast.net>  
**Sent:** Sunday, May 30, 2021 9:54 PM  
**To:** Candi Millar <cmillar@ci.olympia.wa.us>  
**Subject:** road

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st op it ----- where else nearby could my dog and I enjoy the outside  
excercise - be happy it's close and friendly with choice distance and pace ! Jan  
Seguin

**From:** [Candi Millar](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Fw: Olympia Planning Commission re: LBA Park  
**Date:** Wednesday, June 02, 2021 2:44:20 PM

---

Final...

*Candi Millar, AICP*

---

**From:** ROBERT VADAS <bobesan@comcast.net>  
**Sent:** Sunday, May 30, 2021 5:19 PM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Olympia Planning Commission re: LBA Park

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5/30/21

Dear Olympia Planning Commission;

Re: LBA Park, it's been a great place to relax & enjoy nature while getting hiking exercise, which I've regularly done before & during the pandemic. The diversity of habitat types (wetlands, hills, forestlands, & fields) here is impressive & often enjoyed by my neighbors. The Olympia City Council now realizes (through public input) that extending Log Cabin Rd. thru there would be a colossal mistake, disturbing both hikers & nearby athletes in the sports fields. That's NOT how public parks should be treated.

Moreover, having lived in the Washington DC area, I'm well aware that building new roads just encourages more development & thus traffic congestion, such that the DC Beltway only temporarily became less-congested w/ each lane expansion. We're a quiet neighborhood in the CRANA area of East Olympia, & I'd like to see it stay that way for the good of people & their pets.

So please drop this proposed road project from your plans, as we find more climate- & nature-friendly ways to transport people around north Thurston Co. Indeed, the Intercity Transit bus system is very popular & I prefer bicycling as my main transportation these days, which is good for both my personal & global health.

Sincerely,

Dr. Robert L. Vadas, Jr. (Bob)

*Fish & Wildlife Ecologist*

2909 Boulevard Rd. SE

Olympia, WA 98501-3971

Tel. (360) 705-2231 (H), (360) 584-2135 (C)

E-mail bobesan@comcast.net (H)

**From:** [Candi Millar](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Fwd: Stop the road through LBA woods  
**Date:** Friday, June 04, 2021 8:20:02 AM

---

Joyce,  
Here's another one. Enjoy the weekend!

Candi  
Get [Outlook for iOS](#)

---

**From:** Lisa Nezwazky <lisa.nez@gmail.com>  
**Sent:** Thursday, June 3, 2021 6:43:33 PM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Cc:** LD <stoptheroadlba@yahoo.com>  
**Subject:** Stop the road through LBA woods

**External Email Alert!**

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June 3, 2021

Dear Planning Commission,

The City Council has created a draft amendment to remove the proposed road through LBA woods from the Comprehensive Plan.

I believe you should also recommend stopping the road through the LBA woods.

Your action to move the amendment forward is an opportunity to take real action toward protecting our environment and mitigating climate change.

There are so many reasons why the planned road through the woods is an unacceptable, distressing idea. And so many reasons why removing the road from the plan is a quality idea moving us in the right direction. Here are 3:

First, the circumstances that led to the planning of the road no longer exist. There is no longer a plan for the LBA woods to be cleared and 1000 homes built there. The Road is no longer needed, and the proposed builders will no longer assist in paying for its construction.

It is important to remove this project sooner, rather than later. The longer the project is in the plans, the more investments will be made assuming it will be built and the more difficult it will be to stop.

We know that building more roads encourages more driving. As Thurston Regional Planning Council Director, Marc Daily, said during a Sept. 15, 2020 meeting of the Thurston County Transportation Policy Board, "We cannot build our way out of congestion.... Adding capacity temporarily helps things but in the long term, it induces demand therefore it gets more people out on the roadway." Traffic planners need to start planning for a world with no road through LBA Park.

Second, the value of parks increases as our population becomes denser.

The people taxed themselves to buy the LBA Woods site as a park. The people invested in these woods as a park for its beauty, the availability of nature, recreation, and community access. The Road would deteriorate the value of the Park and the people's investment in their community.

The 2045 Thurston Regional Transportation Plan is entitled "What Moves You." What "moves" our community through the LBA Woods are trails—not roads. Trails move us beneath the closed tree canopy, around wetlands, and among wildflowers and ferns. They connect us to nature, not to traffic circles. They provide peace and tranquility. Trails are for wandering and

exploring, not for spoiling and damaging with cars. They are safe for wildlife and do not cause roadkill. Trails provide mental and physical health benefits and contribute to the well-being of our community.

The road will replace peace and quiet with pollution and traffic noise. The benefits of the woods and being in nature are unmeasurable. There is no metric to gauge the contribution a forest makes to our community's health and well-being.

Third, the park, trails and wildlife habitat will be degraded.

The existing trail network through LBA Woods will be erased: The proposed mile-long extension road would bisect the forested parkland which is already cut in half by the newly completed Morse-Merryman Reservoir Access Road. The proposed road will sever existing trails at 10 separate points. Most of these impacted trails traverse relatively flat terrain and are especially suitable for people with limited mobility.

The LBA Woods is the only Olympia City park with such an abundance and diversity of trails for all fitness levels.

The Road will destroy the contiguity and connectivity of wildlife habitat. The Road harms a valuable ecosystem and causes wildlife road kills, noise, exhaust and light pollution.

Thank you for your consideration,  
Please do not allow this road to destroy the beautiful LBA woods,  
Lisa

--

Lisa Nezwazky DPT  
901-652-3289

**From:** [Candi Millar](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Fwd: Stop the road through LBA woods  
**Date:** Monday, June 07, 2021 4:34:42 PM

---

Hi Joyce. Did you receive this email?

Candi  
Get [Outlook for iOS](#)

---

**From:** Lisa Nezwazky <lisa.nez@gmail.com>  
**Sent:** Monday, June 7, 2021 8:00:00 AM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Cc:** LD <stoptheroadlba@yahoo.com>  
**Subject:** Stop the road through LBA woods

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June 6, 2021

Dear Planning Commission,

The City Council has created a draft amendment to remove the proposed road through LBA woods from the Comprehensive Plan.

I believe you should also recommend stopping the road through the LBA woods.

Your action to move the amendment forward is an opportunity to take real action toward protecting our environment and mitigating climate change.

There are so many reasons why the planned road through the woods is an unacceptable, distressing idea. And so many reasons why removing the road from the plan is a quality idea moving us in the right direction. Here are 3:

First, planning the road ignores climate emission reduction needs.

This road is moving us in the wrong direction. The goals of the new Thurston Climate Mitigation Plan clearly state that in order to meet the ambitious goals to reduce greenhouse-gas (GHG) emissions, our community must move aggressively in the direction of preserving urban forests, reducing reliance on GHG-emitting vehicles and shifting more trips to zero-emission modes of transportation such as biking and walking. The fact is, if we plan to build for even more traffic, we are planning to fail at the reduction of GHG emissions.

Rather than build this road, the funds for this project (\$8.6 million) should be used for transportation projects that support the city's multi-modal transportation goals.

Second, the park is valuable for carbon sequestration and wildlife habitat. We need healthy urban forests. The Road will destroy a mile-long swath of closed-canopy forest and degrade the integrity of a mature upland forest ecosystem in the LBA Woods. Forests function best in large contiguous blocks, not in isolated fragments created by roadways and clear-cuts and other major disturbances.

Recent scientific studies by the National Audubon Society show that refuges for migratory birds, such as the LBA Woods and other urban forests, are critical for maintaining global biodiversity. The Road will bisect existing contiguous habitat and result in the loss of a closed-canopy forest and degrade a healthy urban forest that is an increasingly important refuge for wildlife in our region.

The City would demonstrate that it is not serious about addressing the impacts of climate change if they continue to plan for this road. Planners and policy makers must consider the environmental impact of clear-cutting and paving a swath of native forest, of rising levels of CO2 from automobile emissions, of the ecosystem services lost, and of the opportunities for carbon sequestration squandered. Every tree sequesters 50 – 100 pounds of carbon every year.

Third, land use has changed since this road was planned. Several land use designations and zoning changes have happened since this road was originally put on the map.

First and foremost, the property that became LBA Woods Park will no longer have 800-1000 homes constructed. This was a major traffic generator source for the road.

Second, the area surrounding Chambers Basin was down zoned following a study in 2006 showing that the flood potential could not sustain urban levels of density. This lower density zoning protects groundwater and prevents flooding. This also reduced the potential for increased traffic in this area.

Third, the City has adopted new wellhead protection zones for drinking water quality that include a portion of the path of the proposed roadway.

Pragmatically, the overwhelming sources within Olympia of potential traffic to use this road have been halted. Any traffic modeling would show that the primary sources of traffic that might use this road are from outside Olympia.

The city should prioritize transportation expenditures that primarily benefit local residents and taxpayers.

Thank you for reading this,  
Please do not let a road destroy the beautiful LBA woods,  
Lisa

--

Lisa Nezwazky DPT  
901-652-3289

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: road through LBA woods  
**Date:** Tuesday, June 08, 2021 9:34:58 AM

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**From:** John Van Eenwyk <jveoly@gmail.com>  
**Sent:** Tuesday, June 08, 2021 9:28 AM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** road through LBA woods

**External Email Alert!**

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Please do approve the amendment eliminating the plan to put a road through LBA Woods.

John and Juliet Van Eenwyk

--

The Rev. Dr. John R. Van Eenwyk  
PO Box 1961  
Olympia, WA 98507

sent from my antediluvian computer

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Stop the road through LBA woods (more reasons)  
**Date:** Thursday, June 10, 2021 7:56:39 AM

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FYI

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**From:** Lisa Nezwaszky <lisa.nez@gmail.com>  
**Sent:** Wednesday, June 09, 2021 7:53 PM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>; LD <stoptheroadlba@yahoo.com>  
**Subject:** Stop the road through LBA woods (more reasons)

**External Email Alert!**

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Dear Planning Commission,

The City Council has created a draft amendment to remove the proposed road through LBA woods from the Comprehensive Plan.

I believe you should also recommend stopping the road through the LBA woods.

Your action to move the amendment forward is an opportunity to take real action toward protecting our environment and mitigating climate change.

There are so many reasons why the planned road through the woods is an unacceptable, distressing idea. And so many reasons why removing the road from the plan is a quality idea moving us in the right direction. Here are 3:

First, an alternate route is available. The City and the Region are aiming to reduce travel to reduce GHG emissions. This will allow the Morse Merryman Road and other routes to handle future traffic as they are currently doing. Morse Merryman Road serves one elementary school, and is a major conduit to Washington Middle School. Improvements to Morse Merryman for walking and cycling safety should happen with or without this road. Previous cost estimates for Morse Merryman improvements have been excessive because they assumed large increases in traffic, which is an outcome that the community is not seeking for many reasons including climate mitigation. The cost of needed sidewalk and bicycle lane improvements along Morse-Merryman are much more modest than the \$8.6 million estimated cost of this new road project.

Second, funding for this road is not forthcoming and removal avoids costs. The housing developments planned for this area will not happen and therefore impact fees will not be collected. The budget for this road included expenditure of impact fees to pay for the road. The growth will happen somewhere else in the City and those fees should be used to pay for the related impacts for that growth.

Third, the Log Cabin Extension Road is a bad investment. The longer the road remains in the plans, the more money will go into projects inside Olympia and in adjacent parts of Lacey to connect to this proposed transportation corridor. In 15 to 20 years, the weight of these "investments" and the foregone opportunities for alternative roads will make it more difficult to reprioritize the proper corridor improvements. It is time to stop funding this \$8.55 million road and to plan to use our limited transportation dollars more productively elsewhere.

Thank you for your attention,  
Please contribute to saving the beautiful LBA Woods and our planet,  
Lisa

--

Lisa Nezwazky DPT  
901-652-3289

**From:** [Liufau, Yvette](#)  
**To:** [Joyce Phillips](#)  
**Cc:** [Engel, Dennis](#); [Turpin, Theresa](#)  
**Subject:** Minor Comments to City of Olympia Comprehensive Plan #2021-S-2592  
**Date:** Thursday, June 10, 2021 3:47:23 PM

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**External Email Alert!**

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Joyce,

Thank you for giving WSDOT an opportunity to review and provide comments on the City of Olympia's proposed amendments to the Comprehensive Plan. We would like to offer the following minor comments:

- On Page 234 of the Part C – Equity and Inclusion document it states under Appendix E, bullets 3 & 4 “State Route 12” and “State Route 101”. These routes should be identified as United States highway 101 and United States highway 12.
- On Page 235 of the Part C – Equity and Inclusion document it states under Appendix G, bullets 2 & 3 “State Route 5” which should be changed to Interstate 5 and “State Route 101” changed to United States highway 101.

We appreciate the chance to review the City's proposed amendment. Please contact me if you have any questions or wish to discuss our comments further. Thanks,

*Yvette Liufau*  
*Senior Transportation Planner*  
*WSDOT Olympic Region Multimodal Planning*  
*360-357-2738*  
*Currently teleworking and available by email, phone, Skype or Teams*

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW:  
**Date:** Monday, June 14, 2021 7:45:25 AM

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FYI

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**From:** Lisa Nezwazky <lisa.nez@gmail.com>  
**Sent:** Friday, June 11, 2021 7:55 PM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>; LD <stoptheroadlba@yahoo.com>  
**Subject:**

**External Email Alert!**

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Dear Planning Commission,

The City Council has created a draft amendment to remove the proposed road through LBA woods from the Comprehensive Plan.

I believe you should also recommend stopping the road through the LBA woods.

Your action to move the amendment forward is an opportunity to take real action toward protecting our environment and mitigating climate change.

There are so many reasons why the planned road through the woods is an unacceptable, distressing idea. And so many reasons why removing the road from the plan is a quality idea moving us in the right direction. Here are 2 final reasons:

First, there is a lack of capacity west of Boulevard Road.

The current comprehensive plan description for this road includes a statement:

The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road.

While technically a short segment of Log Cabin Road west of the Boulevard roundabout to the intersection/transition to Cain Road has the 'capacity' for increased traffic, the remainder of the street system north and west of that intersection does not

Installing the Log Cabin Road segment will direct traffic west where there are numerous congestion and safety problems. The budget and planning for Log Cabin Road Extension does not show the costs of improvements that would be needed west of Boulevard Road to make the street safe for increased traffic.

And second, the Road would go through the wellhead protection area for the Olympia Water Supply, Hoffman Well. The Road could threaten the groundwater through ongoing runoff from road use as well as a potential accidental spill.

Please do the right thing for our city, our environment, and the planet,

Stop the road,

Lisa

--

Lisa Nezwazky DPT  
901-652-3289

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Re:  
**Date:** Monday, June 14, 2021 7:45:52 AM

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FYI

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**From:** LD <stoptheroadlba@yahoo.com>  
**Sent:** Friday, June 11, 2021 11:06 PM  
**To:** Lisa Nezwazky <lisa.nez@gmail.com>; Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Re:

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Thank you.

[Sent from Yahoo Mail for iPhone](#)

On Friday, June 11, 2021, 7:55 PM, Lisa Nezwazky <[lisa.nez@gmail.com](mailto:lisa.nez@gmail.com)> wrote:

Dear Planning Commission,

The City Council has created a draft amendment to remove the proposed road through LBA woods from the Comprehensive Plan.

I believe you should also recommend stopping the road through the LBA woods.

Your action to move the amendment forward is an opportunity to take real action toward protecting our environment and mitigating climate change.

There are so many reasons why the planned road through the woods is an unacceptable, distressing idea. And so many reasons why removing the road from the plan is a quality idea moving us in the right direction. Here are 2 final reasons:

First, there is a lack of capacity west of Boulevard Road.

The current comprehensive plan description for this road includes a statement:

The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road.

While technically a short segment of Log Cabin Road west of the Boulevard roundabout to the intersection/transition to Cain Road has the 'capacity' for increased traffic, the remainder of the street system north and west of that intersection does not

Installing the Log Cabin Road segment will direct traffic west where there are numerous congestion and safety problems. The budget and planning for Log Cabin Road Extension does not show the costs of improvements that would be needed west of Boulevard Road to make the street safe for increased traffic.

And second, the Road would go through the wellhead protection area for the Olympia Water

Supply, Hoffman Well. The Road could threaten the groundwater through ongoing runoff from road use as well as a potential accidental spill.

Please do the right thing for our city, our environment, and the planet,  
Stop the road,

Lisa

--

Lisa Nezwazky DPT

901-652-3289

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: No LBA Park Road!!  
**Date:** Monday, June 14, 2021 7:46:03 AM

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FYI

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

From: Bob Brunswig <bbrunswig@outlook.com>  
Sent: Sunday, June 13, 2021 2:02 PM  
To: Cari Hornbein <chornbei@ci.olympia.wa.us>  
Subject: No LBA Park Road!!

External Email Alert!

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Please forward this email message to all other members of the City of Olympia Planning Commission. Thank you!

Dear Planning Commission Members,

I am an Olympia resident of 17 years.

I was one of the citizens surveyed prior to the purchase of the LBA Woods purchase. I was asked if I would be willing to have my taxes raised to assist in the purchase of the LBA Woods. I was and continue to be most willing to do whatever's necessary to preserve this community gem!!!...without any roads!!

The trails and beautiful woods are a resource enjoyed by people of all ages. A resource to be envied (and hopefully modeled) by other communities.

Presently, the question I'm most asked is "are the Woods a safe and clean place to walk?" Currently, the answer is "yes, absolutely!" Building a road through this pristine forest could change that quickly. Wheeler St in Olympia is an example...tent city!!

Are we willing to sacrifice the irreplaceable Woods to shave a few minutes off a commute? Hopefully, that's a resounding "NO".

Thanks to the Olympia CityCouncil for voting to remove the road plan for at least 10 years!! Your votes are noticed!!

I urge the Planning Commission Membership to follow suit. In my opinion, there is no good reason to decimate a natural, irreplaceable jewel like these LBA Woods when there are viable alternatives.

Thank you for consideration of my comments. Please walk through these Woods with your families and see what beauty there is for us all to enjoy!

Best Regards....

Bob Brunswig, Olympia Resident

Sent from my iPhone

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Log Cabin Extension Road  
**Date:** Monday, June 14, 2021 7:46:18 AM

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FYI

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**From:** janalynwiley@aol.com <janalynwiley@aol.com>  
**Sent:** Sunday, June 13, 2021 3:15 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Log Cabin Extension Road

**External Email Alert!**

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I am writing to ask you to not support the proposal to put a road through a well used and loved park that citizens fought hard to create.

It would be an unnecessary and destructive travesty.

We already have two traffic circles that are handling the vehicle flows in this area. Morse Merryman/Boulevard Road and Boulevard Road and Yelm Highway. They were put in at great expense. I know that they are working because I traverse either Boulevard Road/Morse Merryman or Yelm Highway/Boulevard Road intersections to and from work everyday. I also totally enjoy LBJ Park as a place of respite.

Please consider carefully the long term effects on the well being of your citizens that you theoretically represent.

Jana Wiley  
7740 Normandy Street SE  
Olympia, WA 98501

Business:  
1020 5th Ave SW  
Olympia, WA 98502

(that is to say I cruise 5 days a week from the SE regions to the SW area for work and back)

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: LBA Woods  
**Date:** Monday, June 14, 2021 7:46:32 AM  
**Attachments:** [LBA Planning Commission testimony.docx](#)

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FYI

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**From:** Al Ewing <alewing49@gmail.com>  
**Sent:** Sunday, June 13, 2021 4:29 PM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** LBA Woods

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Dear Planning Commission Members

My comments on the proposed road through LBA Woods are attached. Thank you in advance for reading them and giving them your full consideration in your deliberations.

Al Ewing

Al Ewing  
3516 Buckingham Ct SE  
Olympia, WA 98501  
360-402-6906

June 13, 2021

Dear Olympia Planning Commission Members:

I am writing to request that the proposed road through the LBA Woods be removed from the City's Comprehensive Plan and Capital Facilities Plan. The road made sense when it was first proposed to accommodate an 800-unit development, but the people of this community chose to take a different course and it now makes no sense.

Only a few years ago the people of Olympia voted to raise tax revenues to purchase the LBA Woods for a park and advocates for that purchase, including some existing members of the City Council indicated that preserving the park was a top priority. I believe they were right then and preserving the park should still be a top priority. The proposed road would destroy the existing trail system crossing it in at least 10 different locations and destroy the peace and solitude that currently exists in the park but is so difficult to find in this urban environment.

The city indicates that mitigating climate change is a top priority, but that stated priority is inconsistent with cutting a large swath through a mature forest which among other things serves to remove carbon from the atmosphere. Lip service will do nothing to help reverse climate change, but letting the forest continue to live and grow will help.

It is unique to have a wonderful, developed park adjacent to a large expanse of wooded land where one can go from enjoying a baseball game or a picnic to an extended walk in the woods without being disturbed by traffic.

LBA Woods is large enough to provide valuable habitat for birds and other animals. The trail network through the trees provides an escape from the noise of traffic and a solitude that is difficult to find without getting in a car and driving for miles. The trees also serve to reduce greenhouse gasses.

I oppose the road because I value the LBA Woods as they are. As you consider your decision I hope you will ask yourself these questions:

1. Is the road really needed? I know it has been in the Transportation Plan for years, but things have changed dramatically since that plan was created.
2. Is building the road consistent with the Cities goal of reducing greenhouse gasses? Obviously not!
3. Is building the road consistent with increasing public transit ridership?

4. Is building the road consistent with the Cities goal of creating a health and safe community?
5. The city has another goal of increasing housing density and as that goal is achieved the need for places like LBA Woods where one can escape the noise and hub bub of the city becomes increasingly important. The noise associated with a road through the woods would destroy one of its great values.

**Please get the proposed road through LBA Woods out of the Comprehensive plan and keep it out!**

Thank you for considering my thoughts as you make this important decision.

Sincerely,

Al Ewing

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: LBA Woods  
**Date:** Monday, June 14, 2021 10:27:29 AM

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FYI

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**From:** Dr. Zachary Sparer, ND <drzwellness@gmail.com>  
**Sent:** Monday, June 14, 2021 10:15 AM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** LBA Woods

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I am writing to strongly reinforce that **I would NOT like a road through LBA Woods.** It is an amazing park and forest, and the community of Olympia would be tragically ruined by such a road. LBA woods is poised to be an amazing 'Central Park' as the city continues to grow. The forest is very biodiverse and offers wonderful opportunities for all members of the community to benefit. Tree frogs, snakes, huge range of edible berries, countless bird species and a nice mix of medium growth forest plants to name a few of it's denizens.

Please, please, please abandon all thoughts of putting a road through LBA Woods. It would be an irreversible tragedy, and as technology progresses the value of car vehicle traffic through such a small area is likely of minimal value. The forest there would take multiple generations to recover even if surrounding or different land were reconfigured for park/forest land. Think of your future offspring and the generations to come. That is important too!

--  
Dr. Z

A to Z Wellness  
*~Peace, prosperity, health & happiness to all...*

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Log Cabin Extension Road through LBA Woods Park  
**Date:** Monday, June 14, 2021 11:22:24 AM

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FYI

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**From:** Gary Wiles <[wilesharkey@yahoo.com](mailto:wilesharkey@yahoo.com)>  
**Sent:** Monday, June 14, 2021 11:13 AM  
**To:** Cari Hornbein <[chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)>  
**Subject:** Log Cabin Extension Road through LBA Woods Park

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Dear Ms. Hornbein,

We are writing to request that the Planning Commission support the Olympia City Council's proposed amendment to eliminate the Log Cabin Extension Road from the city's Comprehensive Plan and all other city planning documents. The extension road, which would run through LBA Woods Park, is a holdover from the 1990s when the area was expected to be developed, but it is now completely inappropriate given the land's status as a city park. We presume that the longer the extension road remains in the city's planning documents, the more likely it is to be built in the future. Please don't forget that LBA Park was expanded in size just a few years ago, with voters believing that the park would be permanently preserved in its current condition. Thus, retaining the possibility of having the city build a road through the middle of the park is a broken promise to city residents.

LBA Park is a wonderful resource for city residents who are looking for natural walking trails and want to enjoy relatively quiet sports fields, playgrounds, and picnicking sites. The extension road would run through the heart of the park and replace its relative peace and quiet with considerable traffic noise and car activity. It will also severely degrade the current natural feeling of the park and compromise visitor safety if it is ever built. The value to the community of the park in its current condition will only grow in the future as Olympia increases in population size and becomes more congested.

One final comment is that we thought one of the city's goals is to undertake actions that will limit climate change, but this extension road will only encourage more driving through this part of the city. Thank you for allowing us to comment.

Note: We have already sent these comments to the six Planning Commission members with email addresses, but could you please forward

our message to new commission members Tracey Carlos, Greg Quetin,  
and Zainab Nejati. Thank you.

Sincerely,

Gary Wiles and Jan Sharkey  
521 Rogers St. SW  
Olympia, WA 98502  
[wilesharkey@yahoo.com](mailto:wilesharkey@yahoo.com)

**From:** [Lucy Hannigan-Ewing](#)  
**To:** [Joyce Phillips](#)  
**Subject:** LBA Woods  
**Date:** Wednesday, June 16, 2021 11:00:01 AM

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**External Email Alert!**

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Oh why, oh why is a road through the LBA Woods still being considered? The people of Olympia worked long and hard to have the city buy the LBA Woods rather than have them turned into an 800 unit development. These Woods are cherished by people who live in the area of the Woods as well as by people who live in other parts of town.

When I am out walking the trails, forest bathing, or exploring the trails with my children and grandchildren, I meet people from every corner of Olympia, Lacey, and Tumwater. None of us want to be walking the sidewalks of a busy street...we are there to get away from the hub-bub of traffic and urban noise in general. We are there to listen to the bird song; to feel the wind blow through the mature trees; to spy deer, rabbits, birds, and bugs as we walk; to see trilliums in the spring and leaves changing colors in the fall; to smell wet dirt and leaves rather than wet concrete; and to just “be” with nature.

The city of Olympia Parks Department has been busy over the past few months improving the vast trail system in LBA Woods—and most every day I am over there exploring the new trails they have put in and seeing how they connect to those trails that have been there for years. I live across Boulevard Road from the large water tower and that’s where I enter the Woods. The older I get, the steeper that hill up to the water tower feels, but at 65 my feet continue to scurry up knowing that I’ll soon escape the sounds of traffic and that I will soon be walking on “earth” rather than cement--my feet know the difference and it is a welcome relief. Whether I go into the Woods for 20 minutes while a pot of soup simmers before dinner or for 2 hours in order to walk every inch of every trail...whether by myself or with friends...whether the sun is shining or the rain is pouring...LBA Woods feeds my soul and I am never the only one there.

I want you to know that I oppose the road because I value the Woods as they are. Letting the trees continue to live and grow adds value to our community and benefits our citizens. I’m sure you know the value of mature trees—the fact that they help reduce harmful gases in the atmosphere is well known, but I also believe they improve people’s mental and physical health.

Olympia has a few “pockets” of woods—Garfield Nature Trail, Mission Creek Nature Park, Grass Lake Nature Reserve, Trillium Park, to name a few. But we need to preserve our big wooded parcels for the benefit of our community...Watershed, Priest Point Park, and most especially our LBA Woods—with its miles of trails.

The city of Olympia has a goal of reducing greenhouse gases and science shows that LBA Woods with its vast number of trees helps with that goal.

The city of Olympia has a goal of creating a healthy and safe community and LBA Woods with

its vast trail system for people to walk, run, and bike helps with that goal.  
The city of Olympia has a goal of increasing housing density and LBA Woods will give all those people living in cramped and crowded housing/neighborhoods a place to escape the hub-bub of urban noise and room to stretch, to move, to feel earth under their feet and just “be.”

Please, please, please get the proposed road through LBA Woods out of the Comprehensive Plan and keep it out!

Sincerely,  
Lucy Hannigan



Virus-free. [www.avast.com](http://www.avast.com)

**From:** [Anne Kilgannon](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [carlos@ci.olympia.wa.us](mailto:carlos@ci.olympia.wa.us); [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Cc:** [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Addressing the Log Cabin Extension Road plan  
**Date:** Thursday, June 17, 2021 8:58:41 AM

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This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Planning Commission members:

First, thank you for your dedication to the City of Olympia and your willingness to serve the City in this important capacity. I would like to ask you, though, to take a pause from the active work of planning for just a moment, and envision with me how the City might look in ten or twenty years. What would make this City its best self, a place we would all want to live healthy productive lives, raise our families, and contribute to a shared well-being? Parks! Parks filled with verdant forests, flowered prairies, water access, trails for exploration and opportunities for exercise and places to play, to immerse ourselves in nature and rejuvenate body and soul. These places would also support bird and other wildlife and contribute to a healthy Puget Sound and help clean the air. Healthy forests help mitigate climate change, the most challenging prospect now and even more so in the near future. Every tree contributes in myriad ways to this critical need. I can't state this fact strongly enough.

Notice what's NOT on the list of what Olympia needs? Shaving a few minutes off a drive to Lacey. That's what building the Log Cabin Extension road promises. And that's about it. To build this road involves extensive tree destruction through a popular city park, the LBA Woods. We need these woods. We do not need another road that encourages sprawl and more pavement and pollution. The only reason ever offered for this road is that "it was planned." In the 1970s. "It's in the plan." As planners yourself, you know plans change. There is fresh thinking. There is new information, new concepts, technical changes, inventions and social change. All these are in play and yet the road idea does not go away.

But now there is a chance. The City Council had begun to listen, at long last, to citizens who try to draw their attention to this new thinking, to new issues and solutions, to honor their own commitment to facing up to Climate Change and how to meet those challenges. The Council has begun to lose enthusiasm for this road but they need you, the Planning Commission, to join with them in finalizing their amendment to remove the Log Cabin Extension road from the Comprehensive Plan. At long last to realize that this road is not needed, not now, not ever, especially if it means destroying a forest park needed and enjoyed by so many. And putting a road through the park will destroy the peace and respite so many need, will destroy habitat and the trail system, will add nothing important to our transportation system and will betray the City's own commitment to creating a healthy environment.

Please do your part. Say no to the Log Cabin Extension road. Engage fresh thinking. Envision the healthy community your planning aims for. Serve your city.

Thank you,  
Anne Kilgannon

**From:** [Al Ewing](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [carlos@ci.olympia.wa.us](mailto:carlos@ci.olympia.wa.us); [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Proposed LBA Woods Road  
**Date:** Thursday, June 17, 2021 9:45:20 AM  
**Attachments:** [LBA Woods Testamony.docx](#)

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Dear Planning Commission-

Attached are my thoughts regarding the proposed road through the LBA Woods. Please take necessary steps to permanently remove the proposal from the Comprehensive Plan.

Thank you!

Al Ewing

Dear Planning Commission Members:

John Muir, who many consider to be the father of the National Park System once said:

“It is easier to feel than to realize, or in any way explain, Yosemite grandeur. The magnitudes of the rocks and trees and streams are so delicately harmonized, they are mostly hidden.”

Through much effort he was able to achieve park status for Yosemite.

Likewise, through the efforts of Friends of LBA Woods and others, LBA Woods achieved park status.

Now I realize that LBA Woods does not possess many of the attributes of Yosemite, but in a sense, it is our Yosemite.

A few years after Yosemite was created, the city of San Francisco achieve their long-standing goal of damming the Tuolumne River and flooding the Hetch Hetchy Valley, a part of Yosemite Park which John Muir once describe as **“a grand landscape garden, one of Nature’s rarest and most precious mountain temples.”**

The parallel continues – LBA Woods is now our park, but our city leaders are considering degrading it by building a road. It is obvious that those advocating for a road do not appreciate what the LBA Woods mean to this community. **The City Council has taken a good first step. It is now up to the Planning Commission to move to get the proposed LBA Woods road out of the Comprehensive Plan.**

It is unique to have a wonderful, developed park adjacent to a large expanse of wooded land where one can go from enjoying a baseball game or a picnic to an extended walk in the woods without being disturbed by traffic.

LBA Woods is large enough to provide valuable habitat for birds and other animals. The trail network through the trees provides an escape from the

noise of traffic and a solitude that is difficult to find without getting in a car and driving for miles. The trees also serve to reduce green house gasses.

I oppose the road because I value the LBA Woods as they are. As you consider your decision I hope you will ask yourself these questions:

1. Is the road really needed? I know it has been in the Transportation Plan for years, but things have changed dramatically since that plan was created.
2. Is building the road consistent with the City's goal of reducing greenhouse gasses? Obviously not!
3. Is building the road consistent with increasing public transit ridership?
4. Is building the road consistent with the Cities goal of creating a health and safe community? The City has another goal of increasing housing density and as that goal is achieved the need for places like LBA Woods where one can escape the noise and hub bub of the City becomes increasingly important. The noise associated with a road through the woods would destroy one of its great values.

Sincerely,

Al Ewing  
3516 Buckingham Ct SE  
Olympia, Washington 98501

360-402-6906

**From:** [Gary Wiles](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Log Cabin Extension Road through LBA Woods  
**Date:** Thursday, June 17, 2021 10:33:58 AM

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**External Email Alert!**

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Dear Ms. Phillip,

We are writing to request that the Planning Commission support the Olympia City Council's proposed amendment to eliminate the Log Cabin Extension Road from the city's Comprehensive Plan and all other city planning documents. The extension road, which would run through LBA Woods Park, is a holdover from the 1990s when the area was expected to be developed, but it is now completely inappropriate given the land's status as a city park. We presume that the longer the extension road remains in the city's planning documents, the more likely it is to be built in the future. Please don't forget that LBA Park was expanded in size just a few years ago, with voters believing that the park would be permanently preserved in its current condition. Thus, retaining the possibility of having the city build a road through the middle of the park is a broken promise to city residents.

LBA Park is a wonderful resource for city residents who are looking for natural walking trails and want to enjoy relatively quiet sports fields, playgrounds, and picnicking sites. The extension road would run through the heart of the park and replace its relative peace and quiet with considerable traffic noise and car activity. It will also severely degrade the current natural feeling of the park and compromise visitor safety if it is ever built. The value to the community of the park in its current condition will only grow in the future as Olympia increases in population size and becomes more congested.

One final comment is that we thought one of the city's goals is to undertake actions that will limit climate change, but this extension road will only encourage more driving through this part of the city. Thank you for allowing us to comment.

Sincerely,

Gary Wiles and Jan Sharkey  
521 Rogers St. SW  
Olympia, WA 98502  
wilesharkey@yahoo.com

**From:** [dwilliams3880@aol.com](mailto:dwilliams3880@aol.com)  
**To:** [Joyce Phillips](#)  
**Subject:** LBA Park Road  
**Date:** Thursday, June 17, 2021 4:24:02 PM

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**External Email Alert!**

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**Dear Staff Member:**

**I write re the LBA Park.**

**Every day in Lacey and in Olympia, as you drive thru the area, all you see are houses, businesses, schools, and roads and more roads, winding here and there. Seldom does your eye take in the beauty of a park or green space. It is truly depressing.**

**The LBA Park is a sight for sore eyes. Let's leave it that way. It does not need a road, now or ever.**

**I fail to understand why those who have the power to do right, so often do wrong. Look around and you will see that what I say is true.**

**Please - no LBA Park Road.**

**Thanks.**

**Diane Williams  
Lacey, WA**

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Road project at LBA Park  
**Date:** Thursday, June 17, 2021 4:50:11 PM

---

FYI

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**From:** Becky Andrade <becky.andrade@gmail.com>  
**Sent:** Monday, June 14, 2021 8:08 PM  
**To:** Tammy Adams <tadams@ci.olympia.wa.us>; Rad Cunningham <rcunning@ci.olympia.wa.us>; Paula Ehlers <pehlers@ci.olympia.wa.us>; Carole Richmond <crichmon@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Road project at LBA Park

**External Email Alert!**

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Thank you for listening to the community residents about their desire to protect the LBA Woods from a road project. As you consider future projects at the park, I would ask that you vote for the amendment that you proposed earlier which takes the position that the need of a road to be built through the park will be re-visited in ten years if it is determined that such a road is needed.

Thanks for listening to community residents who use and value this beautiful park. For me, it was my sanity during the COVID restriction weeks/months.

*Becky L. Andrade*

*“Love People. Use things. The opposite never works.”*

**From:** [Larry of Nottingham](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [carlos@ci.olympia.wa.us](mailto:carlos@ci.olympia.wa.us); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Comprehensive Plan Amendment - LBA Woods and Log Cabin Road Extension  
**Date:** Saturday, June 19, 2021 11:24:51 AM  
**Attachments:** [image.png](#)  
[Pages from trpc 07-10-20 Meeting Materials.pdf](#)

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Dear Planning Commission Members,

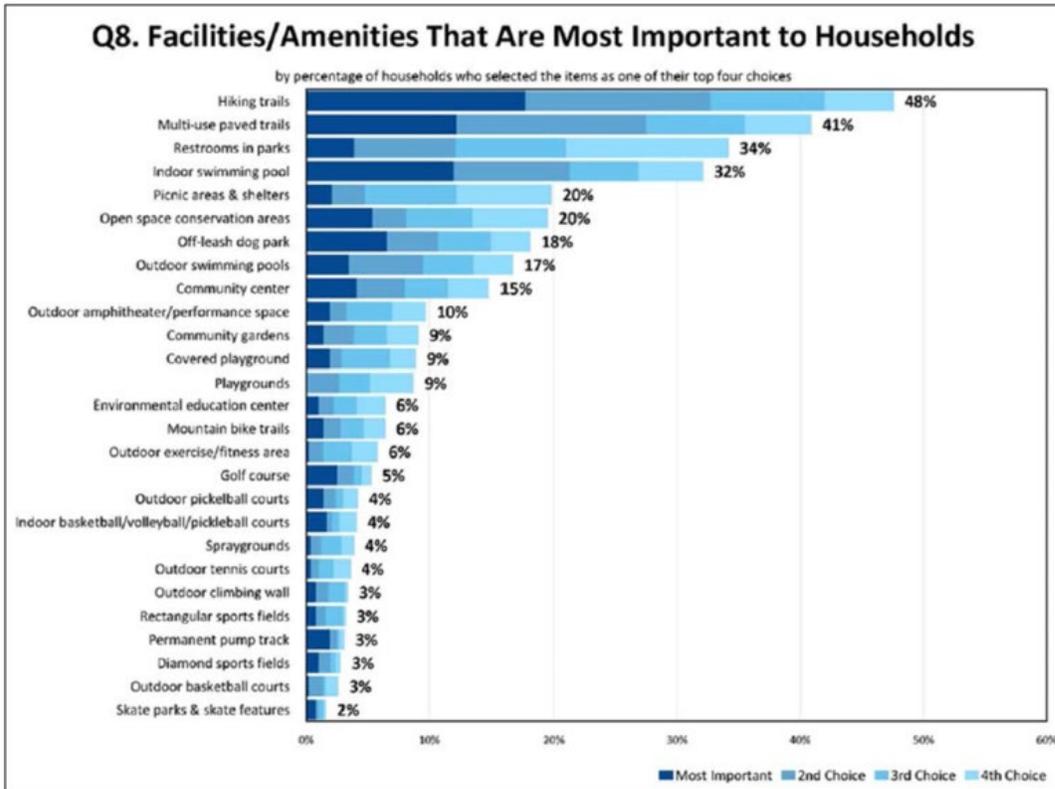
I urge you to recommend approval of the Council's Amendment to remove the Log Cabin Road Extension from the Comprehensive Plan. I'm proud that our City Council recognizes now is the time for "business as usual" transportation planning to change. Not doing so would only continue to degrade our environment and Thurston County's quality of life.

I sponsored a citizen amendment to the Comprehensive Plan that called for removing the Log Cabin Extension Road. My amendment was not approved by the Council, but I wholeheartedly approve of the amendment that the Council did pass. I know that removing the plan to build a road through the middle of the LBA Woods is the right thing to do for many reasons.

The community strongly believes that the LBA Woods should remain a forested respite from increasing urbanization. I encourage you to click on this link and listen to the November 2nd the [Olympia Council meeting where many of the public spoke](#) on behalf of removing the road from the plan. Also, attached are the 85 pages of written public comments to the Thurston Regional Planning Council (TRPC) hearing on the road from last July.

Many things have changed since the road first entered the City's plan decades ago. We now know that the cost estimate of alternatives to the road was wildly overstated. We now know from TRPC Director, Marc Daily that "we cannot build our way out of congestion". And we now know that addressing climate change requires action, not just words.

Most Olympians know a plan that trades a permanent degradation of our environment and quality of life for short lived commuting convenience is a bad tradeoff, contrary to our values and an abandonment of our obligations to future generations. We know from a recent study (City of Olympia Parks, Arts, and Recreation Needs Assessment: Final Findings – 2021) that hiking trails rated number one in terms of amenities that are most important to households.



**Figure 2**

The removal of the road through LBA Woods is a micro-study of how we, as a community, can begin to reverse the “business-as-usual” approach that has brought us to the precipice of climate disaster. We did not reach this crisis point all at once and changing it will come small decision by small decision which brings us to the Planning Commission’s recommendation.

Now is the time for the Planning Commission to support the overwhelming call from the public and groups like the local Sierra Club and Audubon to stop the road through the LBA Woods.

Thank you.

Larry Dzieza

**From:** [Sally Brennand](#)  
**To:** [Marc Daily](#)  
**Subject:** "What Moves You" comment from taxpayer - no A4  
**Date:** Monday, June 8, 2020 3:42:42 PM

---

\*\*\*EXTERNAL EMAIL\*\*\*

Dear Mr Daily,

I have lived in Olympia 14 years.

LBA Woods is an unexpected gem in our backyard. We seek refuge there daily and heal from the restorative powers of the forest.

Please do not build the "A4" Log Cabin Project. This road is no longer needed since the Bentrige and Trillium developments did not occur and taxpayers should not be burdened with funding \$8.5 million for an unneeded road. Traffic from this project make Log Cabin road unsafe putting students from Pioneer Elementary, Washington Middle School and Olympia High School at risk.

Thank you,  
Sally Brennand  
4113 Banbridge Loop SE, Olympia, WA 98501  
360-790-3456

*Live in the sunshine, swim in the sea, drink the wild air ... Ralph Waldo Emerson*

**From:** [Kathy Jacobson](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** Against proposed road through LBA Woods  
**Date:** Wednesday, June 10, 2020 12:13:04 PM

---

\*\*\*EXTERNAL EMAIL\*\*\*

Hello,

As a former park ranger, and current environmental educator, I have seen first hand the benefits that being in open spaces, forested lands has on the physical, and emotional well-being of Thurston County residents.

We have too few places already in the county where one can escape the noise, and congestion of city life already. Just look at the number of cars parked to visit Watershed Park, or the BFJr. NNWR for example on any given day.

Also, every day, entire wooded habitats are cut down to make room for more housing developments, and warehouses. The loss of our natural environment has been happening rapidly, with little thought to a balance of open spaces, green spaces and development.

Please protect people's health and the health of our natural spaces. Vote no on the construction of road(s) through LBA woods.

Thank you,

Kathy Jacobson

**From:** [CHERYL SMITH](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#)  
**Subject:** Board meeting this morning  
**Date:** Wednesday, June 10, 2020 8:34:57 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Director Daily and CouncilMember Gilman, I have been unable to access this morning's Policy Board meeting at 8 am. I have tried to access via Zoom online and also via phone. No luck.

I wish to register my comments and concerns about the proposed road through LBA Woods. I respectfully request that this email be included as part of the public comment for today's meeting.

I oppose the proposed road and would appreciate the opportunity to have the public work with you on an alternate solution. LBA Woods is one of our area's community treasures. It is an important asset to so many people. I used to live near the woods but my extended family and network of friends use these woods on a regular basis for exercise and recreation. There must be another way!  
Please confirm receipt of this email and confirm that these comments will be entered into the record of today's meeting due to lack of access via other methods. Thank you very much. Respectfully Submitted, Cheryl Smith

**From:** [Dorinda OSullivan](#)  
**To:** [Marc Daily](#); [Veena Tabbutt](#)  
**Subject:** FW: A4 Log Cabin Road Extension - Public Comment, Opposition  
**Date:** Wednesday, June 10, 2020 10:23:03 AM

---

## Public Comment

*Dorinda O'Sullivan*

Office Specialist III  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7386 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)  
[www.trpc.org](http://www.trpc.org)

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**From:** Jonathan Lindsay <[heidrich.lindsay@gmail.com](mailto:heidrich.lindsay@gmail.com)>  
**Sent:** Wednesday, June 10, 2020 8:29 AM  
**To:** [info@trpc.org](mailto:info@trpc.org)  
**Subject:** A4 Log Cabin Road Extension - Public Comment, Opposition

\*\*\*EXTERNAL EMAIL\*\*\*

Dear TRPC,

I attended the June 10, 2020 Transportation Planning Committee on Zoom and was unable to participate due to the disruption. Thank you for extending public comment on the A4 Log Cabin Road Extension Project and for receiving additional comments.

We live in the Merriman Place development at 2719 Farmer Way just north of the Log Cabin Road Roundabout and proposed extension. My family accesses LBA Woods at the foot of the water tower almost daily. Our home doesn't have a backyard at all and having a 13 and 6 year old means we rely on the woods to exercise and get outdoors time.

I'm opposed to the Log Cabin Road extension because it will increase traffic, noise and pollution, decrease safety and access to an important community resource which raises the quality of life of our community.

A Log Cabin Road extension will:

- 
- **Have negative effects our**
- **our community and decrease the quantity of our lives:**

- 
- Decrease access to LBA Woods
- for the community that heavily **utilizes**
- and
- **maintains**
- the woods
- 
- 
- Increase traffic, which
- already are higher and faster
- since the roundabouts at Log Cabin and Morse Merriman
- 
- 
- Increase traffic noise in
- the Merriman Place and surrounding housing communities.
- 
- 
- Increase traffic noise in
- the LBA Park
- 
- 
- Disrupt wildlife in the
- LBA Woods and ruin the environment with noise, pollution and litter
- 
- 
- Increase air pollution in
- the LBA woods and surrounding housing communities
- 

I request a feasibility study to look at improving and expanding More Merriman Road so that the traffic needs of the area can be met,

I'm grateful for TRPC's openness to receiving additional feedback and thank you for your consideration of my comments.

Thank you for your thoughtful deliberation and service to our region.

Jonathan Lindsay  
 2719 Farmer Way SE  
 Olympia, WA 98501  
 360-359-2215

**From:** [Dorinda OSullivan](#)  
**To:** [Katrina Van Every](#); [Marc Daily](#)  
**Subject:** FW: No road though LBA  
**Date:** Friday, June 12, 2020 3:16:55 PM

---

*Dorinda O'Sullivan*

Office Specialist III  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7386 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)  
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**From:** Travis Schultz <[schultzie20@hotmail.com](mailto:schultzie20@hotmail.com)>  
**Sent:** Thursday, June 11, 2020 3:10 PM  
**To:** [info@trpc.org](mailto:info@trpc.org)  
**Subject:** No road though LBA

\*\*\*EXTERNAL EMAIL\*\*\*

To whom it may concern,

I am writing to strongly voice my disapproval of any proposed extension of Log Cabin Road through LBA Woods Park. This project makes no sense, clearly isn't needed, would be expensive, and totally ruins a park that the City just funded and developed after popular support for a Parks District just a few years ago. Further it is a very important piece of undeveloped property in an area fast becoming more and more dense.

Heaps of people walk and run in LBA myself included. It is about a mile from my doorstep. Being able to have trails so close to our home was a major selling point of living in the Olympia/Tumwater/Lacey area.

Its shocking to me that the City would purchase a large tract of land to develop LBA Woods after very strong public support, then plan to literally dissect it into two tracts a few years later. This is ridiculous, and would be a waste of taxpayer money. The park will go from a nice, quiet, large piece of land accessible from at least four different directions to two narrow slivers of land, both close to constant traffic, with a wide swath of large trees chopped down to make room for the road which again,

nobody wants.

We already paid for the land to make it a park; we don't want to pay again to ruin the park and level a wide swath to run a road literally right down the middle of it...a road few people want, and less need.

Travis Schultz

3624 Hoadly Street

Tumwater WA 98501

**From:** [Dorinda OSullivan](#)  
**To:** [Katrina Van Every](#); [Marc Daily](#)  
**Subject:** FW: No road through LBA woods  
**Date:** Friday, June 12, 2020 3:16:44 PM

---

*Dorinda O'Sullivan*

Office Specialist III  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7386 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)  
[www.trpc.org](http://www.trpc.org)

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**From:** Jihan Grettenberger <jihangrett@gmail.com>  
**Sent:** Thursday, June 11, 2020 3:09 PM  
**To:** info@trpc.org  
**Subject:** No road through LBA woods

\*\*\*EXTERNAL EMAIL\*\*\*

Dear Thurston Regional Planning Council,

I am writing to strongly voice my disapproval of any proposed extension of Log Cabin Road through LBA Woods Park. It is an extremely important undeveloped property in a county quickly becoming more dense. I grew up in Wilderness Neighborhood with the neighborhood backing up to the LBA woods and my parents still live there. The LBA woods were where I learned to mountain bike and had some of my first trail running experiences. Fast forward 15 years and I am back in Thurston County and live 1.5 mile from an entrance to the LBA woods. These woods still have an important role in my life as I run through those woods for exercise or go walk with family and friends. It is only one of the only spaces in the area with a large network of trails for community members.

A road through the woods would significantly impact the wild space that it offers to families, dog walkers, young bikers, and the natural ecology. Through accessing smaller parks such as LBA we grow and appreciate green space, nature, and feel comfortable heading into more wild, larger spaces. A road through the park will increase risk to the people using the space and wildlife who call LBA woods their home and show to our citizens that cars are more important than the overall wellbeing of the community.

Before LBA Woods was developed, the tract of land was permitted and planned for 500-1000 dwelling units for the Bentrige and Trillium developments. Maybe if those houses had been built and LBA Woods Park didn't exist, the road may have made sense. But that didn't happen. Without the houses, there isn't nearly the traffic need, and adding the road would only ruin the park that citizens fought so hard to acquire and develop. It would additionally be a costly project that does not encourage community. The roads surrounded around the park already have been improved to better move traffic.

I urge you to reconsider this project and work with the City of Olympia. It is not in the public interest, it is not in the interest of the taxpayer, and it is not in the interest of families.

Sincerely,  
Jihan Grettenberger

3624 Hoadly St. SE  
Tumwater, WA 98501  
(360) 790-9848

**From:** [Katrina Van Every](#)  
**To:** [Marc Daily](#)  
**Subject:** FW: Road through LBA Woods  
**Date:** Wednesday, June 10, 2020 11:29:19 AM

---

Marc-  
Please see below another comment regarding the Log Cabin Road Connection.  
-Katrina

Katrina Van Every, Senior Planner  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A  
Olympia, WA 98502  
Phone: (360) 741-2514  
Fax: (360) 956-7815  
Website: [www.trpc.org](http://www.trpc.org)

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

From: Dorinda OSullivan <[OSullivanD@trpc.org](mailto:OSullivanD@trpc.org)>  
Sent: Wednesday, June 10, 2020 6:05 AM  
To: Katrina Van Every <[VanEveryK@trpc.org](mailto:VanEveryK@trpc.org)>; Paul Brewster <[brewstp@trpc.org](mailto:brewstp@trpc.org)>  
Subject: FW: Road through LBA Woods

Is this part of RTP or Call for projects?

Dorinda O'Sullivan  
Office Specialist III  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7386 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax) [www.trpc.org](http://www.trpc.org)

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

From: Dan Mathis <[rundanorun@comcast.net](mailto:rundanorun@comcast.net)>  
Sent: Tuesday, June 9, 2020 8:37 PM  
To: [info@trpc.org](mailto:info@trpc.org)  
Subject: Road through LBA Woods

\*\*\*EXTERNAL EMAIL\*\*\*

To whom it may concern,

As a longtime resident of the Olympia area I ask that you stop consideration of constructing a new road through LBA Woods. There is no need for a new road traversing the Woods when Morse-Merryman Road parallels it less

than a quarter mile north. Not only would it be a waste of money, but It would also negatively impact the beautiful and peaceful LBA Woods. Not that long ago the people of Olympia and adjoining Thurston County residents rose up and fought to preserve LBA Woods and the city listened. I now implore you to stop the proposed road and instead use a small portion of those funds to add shoulders to and make safer Wiggins and Morse-Merryman Roads.

Respectfully,

Dan Mathis  
6819 Old Forest Lane SE  
Tumwater, WA 98501  
360-480-4449

**From:** [JOE MOORAD](#)  
**To:** [Marc Daily](#); [info@trpc.org](mailto:info@trpc.org)  
**Subject:** Fwd: Against Log Cabin Extension  
**Date:** Wednesday, July 1, 2020 7:37:21 AM

---

\*\*\*EXTERNAL EMAIL\*\*\*

Date: 06/30/2020 5:48 PM  
Subject: Against Log Cabin Extension

to whom it may concern:

My family have lived one block from LBA Woods for the past 17 years. My wife and I enjoy walking through the park 2-3 times a week. Many of our neighbors make use of the walking trails throughout the park. It is an asset to our region where you are minutes from walking through a beautiful forest. It has been particularly beneficial during this difficult time. The ability to walk a quarter mile and escape into this park and put your worries and anxiety away for a time has been priceless.

The park is young; allow it to continue growing and being a place of refuge in our ever growing city. Please modify your regional transportation plan 2020-45 and keep this jewel of a park intact.

Joe and Mylene Moorad

**From:** [Mark Teply](#)  
**To:** [Gilman, Clark-2](#); [Marc Daily](#)  
**Cc:** [stoptheroadlba@gmail.com](mailto:stoptheroadlba@gmail.com)  
**Subject:** I oppose the Log Cabin Extension  
**Date:** Friday, June 12, 2020 8:48:22 AM

---

\*\*\*EXTERNAL EMAIL\*\*\*

Councilman Gilman and Director Daily:

I am a frequent user of LBA Woods and I oppose plans, now and in the future, to build the Log Cabin Extension--or any new road for that matter--through LBA Woods. In fact, I was thoroughly disappointed to see the construction of a seriously over-designed road to the new water tower and continue to be disappointed to see the maintenance of a right-of-way that seems way in excess of that needed to maintain and protect the facility. I was asleep at the switch on that one and don't want to make the same mistake twice.

LBA Woods is a not only a forested oasis amidst development, but it is one of the last, best examples of lowland moraine habitat--a unique glacial feature. As development accelerates all around, the woods provide a place of respite in our community--something I know many have taken advantage of in recent months--and provide intact habitat with high biodiversity. A road would degrade this. Even the water-tower road has negatively affected quiet and habitat and the Log Cabin Extension, by splitting the woods and with increased traffic, would adversely impact habitat and quiet disproportionately more than its planned footprint.

My other fear with the proposed road--and with the water-tower road--is that it sets up LBA Woods for future housing development. Though I understand the need for affordable housing, I think there are other options. In any case, development of the woods would be in opposition to the stated initial intent of the City's purchase of the property and, instead, would make the City look like it was in the real estate speculation business. I don't think anyone could argue with a straight face that that thought hasn't crossed the Council's minds. Maybe the City has the right to do this but it would only erode trust.

I know you have many weighty issues before you, so I thank you for your attention to this matter.

**Mark Teply**

markteply@msn.com

360-915-3480

**From:** [Marny Howell](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** Input on LBA woods  
**Date:** Friday, June 19, 2020 9:34:34 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Thurston County Regional Planning Council and related local city and county council members,

I was not able to attend the Zoom meeting on Weds that got interrupted by someone online.

Please save money and let go of the plan to complete the Log Cabin Road. We "saved" LBA Woods a few times already. We do NOT need a road of cars intersecting this beautiful woods and park. My children routinely bike back there and there is never any worry about getting hit by a car. We run and walk dogs back there, build forts and enjoy this very special park the City and it's residents fought to save from becoming a large tract housing development. This road was part of those plans, which developers were slated to cover most of the costs of construction and doesn't need to be considered. Please vote against this proposal and save our county/city budgets for other more pressing needs in this era of budget shortfalls due to COVID.

By taking out the "A4" Log Cabin project from the Plan will allow for planners to start planning for an approach in tune with the community's values. Increasing traffic along Log Cain Road will decrease car safety and make this key road used by students from three different schools less pedestrian and bicycle friendly.

A City of Olympia study estimated that building the Log Cabin extension would increase traffic by 60%. Increased traffic will result in more noise and more congestion. Worse, as I-5 becomes more congested Google Maps and Waze applications will redirect traffic around the congestion and into nearby neighborhoods.

The project would funnel traffic onto North Street. The North Street corridor, between Cain Road and Henderson Boulevard is already designated as a Mobility Strategy Area, meaning there is no feasible plan to address congestion in this area. It would be unwise and a breach of a commitment to the neighbors to widen North Street.

Marny Howell, Olympia Resident

Sent from my iPhone

**From:** [BETH Norman](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** LBA Park Road  
**Date:** Wednesday, June 10, 2020 8:31:42 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Please do not put a road through separating LBA park from LBA Woods. Many people use both. Parking is in the park portions and creating a major through street park goes must cross makes no sense. Especially since the housing is not being constructed, there there will be less need for this road. I walk and run in the woods almost daily. Each part is unique with many ecosystems. Please do not destroy this natural area that we work so hard to preserve. Remove this road from your plan. Please fix Morris Merriman and Wiggins with bike lanes and sidewalks instead. It is hard to access the Chehalis western trail from our neighborhoods.

Thank you

Elizabeth Norman

Get [Outlook for iOS](#)

**From:** [Tracy B](#)  
**To:** [Marc Daily](#)  
**Subject:** LBA Park  
**Date:** Wednesday, June 10, 2020 8:43:20 AM

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\*\*\*EXTERNAL EMAIL \*\*\*

Hi Marc,

Don't know if you remember me, but our boys went to 5Cs together a long time ago and we got the boys together a few times over the years after. I'm Tristan and Trevor's mom. Hello! And Hello to Karen and Will from us!

I'm writing to you because I tried to get onto the zoom meeting this morning without success. I just want to register my objection to extending log cabin road through LBA park. It isn't necessary, with Morse-Merryman going the same direction just a few tenths of a mile down. And it would ruin a park that many of us love for walking, jogging, dog walking, etc. it also seems like a poor use of taxpayer dollars since it really is not needed.

I hope that this plan can be reconsidered.

Thank you!

Tracy Bahm

Sent from my iPhone

**From:** [Janet Wheeler](#)  
**To:** [Marc Daily](#)  
**Subject:** LBA road  
**Date:** Tuesday, June 9, 2020 10:51:35 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Please do NOT build a road through the wonderful woods of LBA Park. In addition to being home to much wildlife it is a truly peaceful area. I find it hard to believe that a road is really needed in this area.

Please take this road out of the city plan.

Thank you for your attention to this matter.

Janet Wheeler

2800 Aberdeen Ct SE

Olympia, Wa 98501

**From:** [Clayton Kinsel](#)  
**To:** [Marc Daily](#)  
**Subject:** LBA woods and 2045 transportation plan  
**Date:** Monday, June 8, 2020 10:34:11 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Hello,

I'm writing to express concern over something I just heard about, the potential construction of a road that would bisect LBA woods park. This forested Park is very important to me and the surrounding community and has been invaluable as a place of refuge during the COVID-19 ordeal, I have been visiting the park daily as are many other area residents. It is so nice to have a park like this in our community and this is a part of what makes this area a great place to live. Residents of Olympia and Lacey need parks and open space like this for quality of life. Building a road through the park that is enjoyed by so many, is in my opinion a terrible idea. Also I'm not happy with the 8 million dollar price tag that will fall upon taxpayers. The potential traffic impacts are also concerning for me as my home is in the area and my daughter will be walking to school on these streets. Sounds like traffic would increase on North, Cain and Log Cabin as a result of this project. This sounds like a terrible idea for our community. I fully oppose this potential project and wanted to share my concerns. Please oppose this and remove the "A4" Log Cabin project from the Thurston County 2045 regional transportation plan.

Sincerely,  
Clayton Kinsel

**From:** [Stacy](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** LBA Woods Road Extension  
**Date:** Tuesday, June 9, 2020 9:16:25 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

To Whom It May Concern,

I am a home owner in the city of Olympia. I live in the Nottingham neighborhood which is accessed off of Log Cabin Road. This email is to express my thoughts and feelings regarding the plan to extend Log Cabin Road through the beautiful woods south of LBA park. I strongly oppose this plan. As you know, these woods are utilized by many folks and families who walk, ride bikes, jog, bird watch, dog walk, and generally experience the bliss of nature on a daily basis for their mental, physical and spiritual health. I walk my two labradors in the woods every day.

The plan to create a parallel roadway between two other access roads (Morse Merriman road and Yelm Highway) will only cause more volume of traffic through our already crowded neighborhood road (Log Cabin). It will also disrupt and likely kill animal species and their habitats.

This road project will scar the beloved woods forever.

Please consider other options for traffic flow and access around our community. I fully support round-a-bouts and maintaining flow of traffic, but the road through the woods will cause more harm than good in my opinion.

Very Sincerely,

Stacy Waterworth

3503 Gainsborough Ct SE  
Olympia, WA 98501

**From:** [John Payne](#)  
**To:** [Marc Daily](#)  
**Subject:** LBA Woods Road Plan  
**Date:** Monday, June 8, 2020 5:28:02 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Mr. Daily,

I am writing this email to voice my strong disapproval for the plan to build an extension of Log Cabin Road through LBA Park. Beyond it being a valued community and city park, the bifurcation of the land would fly in the face of the city's commitment to sustainability, while doing little to achieve what the road expansion was originally intended to do- allow for housing development.

Log Cabin Road was planned when Bentrige and Trillium were expected to add 1,000 dwelling units in this area and that development never happened. The original plan called for the developers to pay for most of the cost of construction. With the preservation of LBA Woods, these developments will not be built, this traffic demand will not occur, and there are no developers to pay the cost.

The cost would now land squarely on Olympia and the region and we have to ask, who really wants this road built through LBA Woods? As taxpayers will have to bear over \$8 million in costs we will be saddled with costs for a project the public doesn't want.

By taking out the "A4" Log Cabin project from the Plan it will allow for planners to start planning for an approach in tune with the community's values. Increasing traffic along Log Cain Road will decrease car safety and make this key road used by students from three different schools less pedestrian and bicycle-friendly.

A City of Olympia study estimated that building the Log Cabin extension would increase traffic by 60%. Increased traffic will result in more noise and more congestion. Worse, as I-5 becomes more congested Google Maps and Waze applications will redirect traffic around the congestion and into nearby neighborhoods.

The project would funnel traffic onto North Street. The North Street corridor, between Cain Road and Henderson Boulevard is already designated as a Mobility Strategy Area, meaning there is no feasible plan to address congestion in this area. It would be unwise and a breach of a commitment to the neighbors to widen North Street.

As a landscape architect, I find the whole notion of destroying valued neighborhood parks, increasing traffic through residential neighborhoods, and increasing the tax

burden on Olympia residents confusing, and highly disappointing. AS the current pandemic has shown, outdoor space if to cherished and supported. Let's give more thought to outdoor space that isn't paved.

Thank you for your consideration.

John Payne

**From:** [Kate Thedell](#)  
**To:** [Marc Daily](#)  
**Subject:** LBA Woods road proposal  
**Date:** Monday, June 22, 2020 4:24:48 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Hello Mr. Daily,

I'm writing to ask you and the rest of the Thurston Planning Council to abandon plans for the proposed road through LBA Woods, and to remove this road from the traffic plan.

I cannot express to you what it means to have a park of this quality available for walks. I truly think it has saved my sanity during quarantine, and will continue to do so during the remainder of my lockdown as a high risk person.

I have a good friend in Tacoma that literally has NO nearby wooded areas to walk, and I have to say I have been pretty smug as it concerns Olympia. Don't make me eat my words!! We have been visiting many of your parks over the last months and years, and LBA has become a particular favorite. It's not really big, but it is really safe for children and runners, and it is possible to get a good 5 mile walk out of it. The more people in the area, the more non-programmed green space like this is important, and a road would severely disrupt enjoyment of this park.

Another great thing about Oly is the abundance of wildlife, but it all needs green spaces to survive. There are lots and lots of roads, a lot of asphalt, and too many cars. The real future of the town should be encouraging biking, hiking, and public transportation, not more roads for more cars. There are so few places in our area where a person can find quiet because of the freeway and other roads. It used to be quiet in my backyard, until commercial construction put an end to that. LBA woods is pretty quiet.

I will be sending comments to others, too, but I do hope for your support in this.

Sincerely,

Kate Thedell

**From:** [M. Taylor Goforth](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [info@trpc.org](mailto:info@trpc.org); [Olympia City Council](#)  
**Subject:** LBA WOODS should remain an OLYMPIA CITY woods PARK ( NO road)  
**Date:** Sunday, June 28, 2020 4:53:50 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear TRPC members and Olympia City Council members,

This letter is to request and strongly encourage you to remove the proposed extension of Log Cabin Road from the City's Capital Facilities Plan. For the new, greener future that Olympia's current and future residents desire and deserve, our traffic planners need to seize opportunities not to build previously planned roads or see roads as the only or best solutions to traffic problems. Neighborhoods should operate with much stronger pedestrian access, de-emphasizing roads and single family cars as best transportation options. Studies show that the construction of new roads for current traffic problems actually INcrease the traffic! Is there a real problem anyway? Or, by presuming this road should be built, are we not delaying the inevitable need to get out of our cars, use public transportation or bicycle and build (or KEEP, in the case of LBA) needed amenities local? The one act of NOT building this road would assist in so many other ways in growing a more enjoyable and sustainable Olympia.

As the population continues to grow in Olympia, and climate change continues to impact the globe, the value of LBA WOODS will increase exponentially. Here in 2020 we should NOT be putting in a road at great expense to so many resources when there are so many other public amenities that would foster a more sustainable and satisfactory experience for residents and visitors alike. Peace, quiet, trees, and safety for children and wildlife are all highly valuable resources that we should steward now to the best of our ability, building our capacity as stewards into the foreseeable future.

Please do your part, and help us do ours, in giving the future of Olympia a greener chance. We will thank you now and future generations will thank you even more!!!

Sincerely,

Mary-Taylor Goforth  
Olympia resident since 1997

**From:** [Amy G](#)  
**To:** [Marc Daily](#)  
**Subject:** LBA Woods  
**Date:** Wednesday, June 10, 2020 1:47:30 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Mr. Daily,

I am writing to urge you to vote against proceeding with the Log Cabin Extension through LBA Woods. I am a regular user of LBA, putting a road through the middle of it would be ruinous to an amazing park. The connection between the park and the woods is one of the great benefits. Having miles of trails connected to a popular park increases my feeling of safety as I walk alone in the woods with my elderly dog. A road would destroy not only that connection but also would destroy the peaceful nature of the woods by shrinking the buffer between the existing surrounding roads. As the housing developments once planned for that area are now off the table, it doesn't make any sense to ruin the park/woods and a big chunk of the taxpayers investment with a road through the middle of it, in addition to the taxpayers now having to foot the bill for the road the developers are no longer paying for. With the new roundabout at Morse-Merryman, it seems more logical to flow traffic along that route rather than through the woods.

Larger parcels of land among the neighborhoods for wildlife and public recreation are becoming more and more rare, let's not destroy one we already have

Thank you for your consideration,

Amy Garrison



Virus-free. [www.avg.com](http://www.avg.com)

**From:** [John Van Eenwyk](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** LBA Woods  
**Date:** Sunday, June 7, 2020 9:37:43 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

It has come to my attention that there are still plans to put a road through LBA Woods. This is a terrible idea for two reasons:

1) Wilderness ("wild") areas, particularly in cities, are essential for mental health. Not only are wilderness areas necessary for relieving stress, but their complexity also teaches the brain to recognize, engage, and integrate complexity into our lives. In a time when polarization is paralyzing our nation, familiarity and acceptance of complexity is desperately needed. Please see the following report from the University of Washington on this subject:

<https://www.zmescience.com/science/wilderness-cities-happiness-235234/>

2) Increasing the availability of roads increases traffic and encourages single-occupancy vehicles, which--in turn--increases pollution in the general population and danger to pedestrians. This is not the direction in which Olympia should be going. When the covid lockdowns produced a decrease in vehicle traffic, more people rode bikes, pollution decreased, and pedestrian accidents became non-existent.

Putting a road through LBA Woods will produce nothing positive and a great deal negative. Plans for this project must be terminated immediately. Once wilderness is lost, it never recovers.

Please eliminate any and all considerations of putting a road through LBA Woods.

Thank you.

John R. Van Eenwyk

--

The Rev. Dr. John R. Van Eenwyk

sent from my antediluvian computer

**From:** [Brent Miller](#)  
**To:** [Gilman, Clark-2](#); [Marc Daily](#); [Miller, Malcolm](#)  
**Subject:** LBA  
**Date:** Tuesday, June 9, 2020 6:37:27 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Hello,

I am contacting you to share my interest in keeping the wonderful trails at LBA as they currently are. The park and it's trail system are one of these types of gems that make olympia what it is. Some of those trails on the southern half are the best ones in LBA, there are stretches that could be trails in the Olympics, they are that beautiful and "remote" feeling. But, they are not remote at all. I live close to Yelm Hwy and am an avid trail runner, and I can be on the LBA trails in 3/4 mile (the SE corner). I run there every week, sometimes several times a week. It's amazing to be able to run on trails from home, and the vast trail system at LBA allows you to get in a nice big loop. I run the loop that was used for the Little Backyard Adventure event there last year, which was a great event! I also hike around on these trails with my daughter when my son is at football practice at the park. I've hiked there with my entire family. I always see other individuals and groups out enjoying these trails, and I'm positive all of us would be greatly appreciative if they stay as they are. Thank you so much for your time.

Brent

**From:** [Bob Brennand](#)  
**To:** [Marc Daily](#)  
**Subject:** Log Cabin Extension "A4" Project Feedback  
**Date:** Monday, June 8, 2020 10:02:16 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Sir,

I am writing to strongly voice my disapproval of any proposed extension of Log Cabin Road through LBA Woods Park. This project makes no sense, clearly isn't needed, would be expensive, and totally ruins a park that the City just funded and developed after popular support for a Parks District just a few years ago.

Its shocking to me that the City would purchase a large tract of land to develop LBA Woods after very strong public support, then plan to literally dissect it into two tracts a few years later. This is ridiculous, and would be a waste of taxpayer money. The park will go from a nice, quiet, large piece of land accessible from at least four different directions to two narrow slivers of land, both close to constant traffic, with a wide swath of large trees chopped down to make room for the road. For the gravel road constructed to service the recently installed water tower, a swath of trees three times as wide as the road was cut out; I can just imagine how wide a swath will be cut out for the proposed road. Just so someone can get to Olympia 30 seconds faster?

This road will also serve to dump more cars into the Olympia/Pioneer School area, which is already congested every school day morning, with plenty of children. Yelm Highway was recently upgraded, and is already two lanes each way with roundabouts from the City border on the east to Cleveland Avenue, and should continue to be the main thoroughfare for traffic accessing or coming from south Lacey.

This seems to be one of those classic cases where the underlying situation has changed, and no one wants to admit a project isn't needed anymore. Before LBA Woods was developed, the tract of land was permitted and planned for 500-1000 dwelling units for the Bentrige and Trillium developments. Maybe if those houses had been built and LBA Woods Park didn't exist, the road may have made sense. But that didn't happen. Based on strong citizen objections, after the City said they didn't have the funds to purchase the land for a Park, local citizens rallied and supported, voted and approved a Metropolitan Parks District to purchase more land for parks. I believe approximately \$6 million was spent to purchase the LBA Woods land, and more money is being spent to develop its trail system. Without the houses, there isn't nearly the traffic need, and adding the road would only ruin the park that citizens fought so hard to acquire and develop. And without developers to pay for the road, who is going to pay for the \$8 million estimated cost?

We already paid for the land to make it a park; we don't want to pay again to ruin the park and level a wide swath to run a road literally right down the middle of it...a road few people want, and less need.

Bob Brennand

bobbrennand@comcast.net

**From:** [Duncan & Di](#)  
**To:** [Marc Daily](#)  
**Subject:** Log Cabin Extension  
**Date:** Tuesday, June 30, 2020 8:07:39 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

We are residents of Nottingham development on Log Cabin Blvd. Currently there is a significant volume of traffic and noise, and pre pandemic rush hours in the morning and afternoon. We vote against extending Log Cabin and the resulting traffic and noise.

Diana and Duncan MacQuarrie

3507 Southampton Ct. SE, Olympia 98501

**From:** [Lucy Hannigan-Ewing](#)  
**To:** [Marc Daily](#)  
**Subject:** Log Cabin Extension  
**Date:** Saturday, June 6, 2020 1:39:15 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Mr. Daily,

I want to express my strong opposition to the proposed extension of Log Cabin Road through the LBA Woods.

I grew up on Morse Road (off Boulevard Road) and now live in the Nottingham Neighborhood (off Logo Cabin). I remember well when LBA park was established and discovering the LBA woods shortly after that. Once again my world expanded and my walks through the woods returned--you see, the Olympia School district bought the woods behind my childhood home in order to build Washington Middle School thus ending the walks in the woods that I grew up loving. Mr. Daily, we have enough roads in our community and not nearly enough woods for enjoying and exploring. We don't need to put a road through those woods...there are plenty of other options for cars to get from Olympia to Lacey.

Having lived off Log Cabin for 12 years, I can tell you that road is already busy enough. In the morning there are cars backed up halfway up Log Cabin as high school students/families work to get through the 3-way stop at North Street and Cain Road. At the end of the school day, it can be a challenge to get out of my neighborhood (even on my bike if I want to head toward Boulevard Road) because of all of the traffic. We don't need more cars on Log Cabin Road.

We have schools, schools, schools in this area and many students walk and bike to those schools. I believe putting more cars on the roads in this area will be detrimental for those students. Their safety will be at risk with increased traffic--more chances of auto-pedestrian accidents and lowered air quality from car exhaust and fewer trees in the area (since trees will have to be removed from LBA woods to build a road).

I am asking that the Log Cabin extension be removed from the Regional Transportation Plan.

With concern,  
Lucy Hannigan-Ewing

**From:** [Kathleen Snyder](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#)  
**Subject:** Log Cabin Road Connection  
**Date:** Monday, June 8, 2020 11:21:38 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Sirs:

I just saw a diagram of the proposed road that will go through the middle of LBA Park. I really feel you should re-think this plan. Two overriding reasons come to mind:

1. No one knows how long this virus will be affecting our activities. Individuals and families may not have full access to indoor facilities (libraries, children's museums, theater) for quite some time. Outdoor recreation is the primary way people are coping and enjoying life at present. Preserving every inch of parkland and improving them should be a top priority for the government.
2. Also, in light of all the lost revenue that municipalities and counties have lost this year, this road does not seem like a good use of tax money. I would rather see that money used for essential services.

Thank you for your consideration,

Kathleen Snyder  
1220 Devon Loop NE  
Olympia WA 98506

**From:** [Sherry Feek](#)  
**To:** [Marc Daily](#)  
**Subject:** Log Cabin Road Extension through LBA Woods  
**Date:** Saturday, June 6, 2020 6:06:43 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

TRPC Director Marc Daily,

On June 10<sup>th</sup> you are meeting to consider the approval of the Log Cabin Extension Road. Before you meet, I want to share my thoughts with you.

I am among very many in our community who enjoy our LBA Woods. I walk my dog there and have seen barred owls, coyotes, all manner of birds and beautiful wild flowers and so many, many varieties of native plants. The trails provide such a variety of areas to walk through. I have lived on Van Epps Street S. E. for almost 25 years with my husband. He enjoyed the woods as much as I before he died five years ago. It was very hard to see the water tower road built and the water tower, although I knew it was necessary. It disrupted the animal life and cut off our trails for walking.

This extension road does not seem necessary. Wooded areas in our community are precious. Please do not approve this extension road and ruin this beautiful area. Remove it from the Regional Transportation Plan.

Thank you for considering my request.

Sincerely,  
Sherry Feek  
360 556-2596  
3323 Van Epps St SE  
Olympia

Sent from [Mail](#) for Windows 10

**From:** [Ryan DiCrescenzo](#)  
**To:** [Miller, Malcolm](#); [Gilman, Clark-2](#); [Marc Daily](#)  
**Subject:** Log Cabin Road Extension, please no  
**Date:** Wednesday, June 10, 2020 9:15:24 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Hi there,

My name is Ryan DiCrescenzo. I live at 3701 Wiggins Road SE, Olympia WA 98501 with my wife Sarah McGraw and sons Simon and Morgan. I ran a business in Downtown Olympia for over 21 years, I am on the Olympia Downtown Alliance Board of Directors, and keep active in the community in many ways. I have lived in Olympia for 24 years and have owned and resided in this home for 14. My kids have never lived in another home.

Our home is at the intersection of Wiggins and Herman/37th, one of several houses directly in the way of proposed construction. Our house was built in 1928, so it is nearly 100 years old. It is a beautiful example of a craftsman farmhouse of the time, with old growth oak, fir, and cedar throughout, and it would be a shame to lose such a wonderful piece of architecture.

Yet, I am less concerned with the prospect of losing my home as I am with LBA Woods' wonderful expanse of woods and wildlife. The quarantine has magnified the importance of such an area for all Olympians. Exercise, dog-walking, bird watching, and so many other pastimes are made possible by this last remaining stretch of forest in our city limits.

Last, after the proposed Trillium Development was canceled and the woods converted to public park, we simply don't have the same need to extend the Log Cabin Road any further. Importantly, the high cost of constructing this extension is now not being paid proportionately by the developer (once Trillium), so the tax burden falls even heavier on our home owners-- at the same time that the potential population served by the road has been permanently reduced by the conversion of the woods from development area to park. Meanwhile, this money could be spent on improving other other area roads to handle projected future traffic flows (and some of those improvements are long overdue).

We walk in the LBA Woods literally everyday. My children look forward to it joyfully, and I can't imagine having it torn apart by construction. Olympia and Lacey have done a wonderful job of promoting and maintaining a vibrant parks system, and I hope you realize how important that is to families and the community at large. Losing one of the last remaining natural woodlands, already full of trails and activity, would be a huge loss for our area. Please consider diverting our resources to a different, more pressing project.

After trying to attend your zoom meeting this morning, I understand why you don't make these discussions more publicized. Yet, I would find it much more transparent and democratic if you contacted the affected homeowners directly to allow them to be a part of the discussion, before plans move too far forward.

Thank you very much for your time and consideration,

Ryan DiCrescenzo  
Sarah McGraw

Simon DiCrescenzo  
Morgan DiCrescenzo

**From:** [Tim W](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** Log Cabin Road Extension  
**Date:** Sunday, June 7, 2020 10:50:29 PM

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\*\*\*EXTERNAL EMAIL \*\*\*

Dear City Planners,

I wanted to add my voice to the conversation about the Log Cabin Road extension. I know that you are likely hearing from a lot of people and thank you all for taking the time to read everyones opinions on this. My reasons for opposition are partly personal and partly due to worry traffic flow.

Personally, this park has come to mean a lot to me and my family. Having this amazing wilderness within walking distance has been an absolute life saver during the COVID lockdown. We have had the chance to explore the full extent of the park and enjoy the huge diversity of landscape there. Prior to the lockdown we also used the park frequently to walk and bike to the playground. We live south of the park and the road through the park would cut off this access. Currently our kid attends Centennial - but he will eventually go to Washington Middle - to get there he would have to cross the extension road on his bike - which has me worried if Log Cabin is to become a major thoroughfare.

From a traffic flow point I am worried about Log Cabin becoming busier. It is already a heavily trafficked road and it has a very dangerous 90 degree turn where it becomes Cain Road. This turn is completely blind and people already drive too fast around the bend with no idea what the traffic is like around the corner. When there was construction on North Street in front of the high school - I saw several near misses where people came blasting around the corner just to find traffic backed up at a stand still right around the corner. I want to make sure that this dangerous turn is taken into account in your model of the traffic flow. There is also the disadvantage of directing more traffic right in front of both the high school and the Pioneer Elementary.

Thank you for reading and I wish you luck in making this difficult decision,

Tim West

**From:** [Al Ewing](#)  
**To:** [Marc Dailey](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** Log Cabin Road Extension/LBA Woods  
**Date:** Friday, June 5, 2020 3:43:21 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Marc Dailey/Clark Gilman/Malcom Miller-

I want to express my carefully considered strong opposition to the proposed extension of Log Cabin Road through the LBA Woods.

I live at 3516 Buckingham Ct SE, Olympia, WA 98501 and am a careful observer of the traffic flows on Log Cabin and Boulevard Roads. I don't believe dumping more traffic onto Log Cabin Road, given the fact that it runs past the High School and feeds Cain Road and Henderson roads, both of which have schools on them. The traffic flow on Log Cabin is already poor and during peak traffic periods the build up of tailpipe emissions is already intolerable around the Cain/North street intersection particularly during periods of inversion. I am wondering if carbon monoxide monitoring has been done at that location during critical times. Given that many children walk through this area on the way to and from school it should certainly be monitored to determine the safety of the air quality. There is also the issue of children safety with an increased volume of traffic.

I am an almost daily user of the trails in LBA Woods and it is very clear to me that a road through the Woods as proposed would significantly alter the nature of the Woods. LBA Woods is a very special asset (and a well used asset) for the City of Olympia and I believe it would be a travesty to compromise its unique nature when there is at least one viable alternative.

I realize that the Morse/Merriman alternative is significantly more expensive, but I strongly believe that it is a preferable alternative.

I am asking that the Log Cabin extension be removed from the Regional Transportation Plan.

Thank you for considering my perspective.

Al Ewing

**From:** [Jean Meyn](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#)  
**Cc:** [Jill & Steve](#)  
**Subject:** No Road through LBA Park/Forest  
**Date:** Tuesday, June 9, 2020 9:12:58 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

I understand that you are nearing the time to take action on a plan that would ruin the LBA Woods, one of last undeveloped forested areas in the County. I am so very opposed to this; have been a citizen of this county for 40+ years.

Seems to me we just voted to save LBA Park/Woods a couple years ago, agreeing to fund its preservation. I have a vague recollection of this being successful.

So, count me as opposed. I am within 2 miles of LBA Park and visit often on the trails.

Jean Meyn  
1934 Parkwood Dr SE  
Olympia, WA 98501

**From:** [Bob Brunswig](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#)  
**Cc:** [contact@savelbawoods.org](mailto:contact@savelbawoods.org)  
**Subject:** NO Road Through LBA Woods!!!!  
**Date:** Monday, June 8, 2020 3:41:59 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Gentlemen,

Today I was made aware of potential plans to extend roadway through the recently purchased LBA Woods Park.

As a resident of the immediate area, a taxpayer, and one of the participants in the pre-purchase survey re. parks and open space a few years ago, **I vehemently object to the roadway plan.** As a participant in the survey, I was asked if I would agree to my taxes being increased to facilitate purchase of park land etc. I gladly agreed to an increase!! HOWEVER, the caveat of a throughway/roadway through the LBA Woods was conspicuously absent from the questionnaire.

I have heard that the City of Olympia has historically taxed for one purpose and redirected funds for other causes. Sounds similar to this current road proposal doesn't it?

The LBA Woods Park is a one of a kind wonder for beauty within a city's boundaries. Why destroy what can never be regained for a road?? So many people of all ages find peace and respite in these woods. Building a throughway is stealing from this community and it appears to be an "end run" around its **stated** purpose when the land was purchased.

Please reconsider the proposal to build any roadway through the LBA Woods Park!!! It's a destruction that cannot be undone. Thank you for your consideration of my concerns AND RECONSIDERATION of this plan.

Sincerely,  
Bob Brunswig  
Olympia Resident  
360 480 2819

**From:** [Maureen Rawlings](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** No road through LBA  
**Date:** Thursday, June 11, 2020 9:07:10 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

I am a native Washingtonian, have lived in Olympia 44 yrs. and seen the difficult changes that development and growth have brought. I live off Yelm Highway and deal with the traffic daily. We don't want another road! We don't want more development. I am 76 yrs. old and walk in LBA regularly as well as other wooded parks in Thurston county. We want LBA woods in tact. Leave Log Cabin Road alone! This community has shown over and over that we want LBA woods to remain woods. These woods are part of our community's sanity. Aren't you listening?

My taxes are already ridiculously high. Not only will this ruin our neighborhoods, the safety of kids going to and from school, but we would have to pay for this destruction! Don't ruin our woods for another road!

Maureen Rawlings  
5213 Boulevard Extension SE  
Olympia, Wa 98501

**From:** [Linda Huyck](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** NO to A4 Log Cabin Project  
**Date:** Tuesday, June 9, 2020 10:08:53 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Gentlemen,

You have the power to give your community what it wants, what it has worked hard to preserve: a tranquil place out of doors, to be away from cars and pavement, to run and walk and chat, to exercise our dogs, meet with our friends, play with our children. Generations of families have grown up watching their kids play soccer and baseball at the park, and run cross country on the trails. I raced there in high school, thirty years ago, and have been taking my own high school teams there for the past twenty-five. My nieces and nephews participate on community teams that meet there and have been for the past thirteen years. I have met strangers walking dogs on the trails and now have friends to show for it. People can stop on trails and get to know each other. We can look after one another, recruit help for ourselves and our neighbors, and enjoy a sense of community that isn't as by-gone as we sometimes feel. You are in a position to guarantee these experiences continue.

LBA Park was preserved and funded after receiving huge support from voters. So how is that citizens are needing to, once again, write emails like this, when you know that we want a park and not another road? We already voted in support of a Parks District, supporting the spending of nearly \$6,000,000 to buy the wooded land at LBA. So why would anyone think citizens would support the building of an \$8,000,000-\$8,500,000 road to destroy what we voted to buy and preserve? Additional driving routes and relief of traffic congestion is not the answer. Providing another road parallel to Yelm Highway will not reduce congestion, but instead will invite impatient drivers into an area where pedestrians and park users are used to slowing down, to not having to look both ways before crossing a path or emerging from a trail. Yelm Highway already provides a speedy thoroughfare between Lacey and Olympia; let it serve its purpose: prudently carrying the bulk of traffic between cities.

If traffic flow is not the problem you aim to solve, but access to people's homes is, well, then, there is still no reason for the A4 Log Cabin Project. Since the Bentrige and HR Horton developments are no longer in our community's future, there is no longer the need for a road to access the homes and businesses that will now not be built. We voters want a park; we do not want more houses, or roads, or cars. We want dirt trails through trees filled with birds. We want to run with our dogs: Sadie, Dutch, Strider, Izzy, Jet, Berry (yes, with an e), Cora, Freya-- she will greet you with a woo-wooing howl, once she gets to recognizing you, and Bella who will howl with you when you sing her "Happy Birthday." Do you see my point, that people who use LBA Park and its adjoining woods have gotten to know each other? We can do this because a park without a road through the middle of it allows us the pleasure of safely

stopping and talking to one another.

Please, please, please, put your community's needs ahead of development. Please preserve this safe, serene place, away from traffic and pavement. Please honor our votes and our voice: say NO to A4.

Respectfully,

Linda Huyck

**From:** [Jeff or Pam Marti](#)  
**To:** [Marc Daily](#)  
**Subject:** Opposition to Log Cabin Road extension in Transportation Plan  
**Date:** Tuesday, June 9, 2020 5:50:39 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Hello Mr. Daily,

I reside in the Briarwood neighborhood in SE Olympia. We are extremely fortunate in our neighborhood to be within 10 minutes of walking distance from LBA Park and the LBA Woods.

The LBA Woods represents a great success story of citizens coming together and working through the City of Olympia Parks Planning process and getting a ballot measure on the city ballot to establish a metropolitan parks district -- leading to the purchase of the woods by the City of Olympia.

My wife and I take walks through the woods multiple times each week. During the past few months we have been especially grateful for having the woods nearby to get exercise in a beautiful natural setting while practicing good social distance judgement.

Based upon my own informal observations, it seems that more and more people are coming to know the woods, as it has changed from unofficial open space to city-owned parkland. I see people walking their dogs. Families with children learning the basics of mountain biking and senior citizens with walking sticks. We notice lots of solo walkers and couples, too.

One thing for certain, when we do encounter other visitors, it's smiles all around. You can tell that the woods make people feel great.

It would be a tragic loss to our community to destroy this jewel that so many people worked so hard to preserve.

If there is anything the past few months have taught us, it is that many of use are capable of working from home and avoiding unnecessary travel. And I suspect that many employees will want to continue their telecommuting ways even as the Covid-19 virus subsides.

Let's not plan for commuting practices of the past. Let's plan for what makes communities livable in the future.

Please remove the proposed Log Cabin Road Extension from the transportation plan.

Sincerely,

Jeff Marti

2915 Briarwood Ct SE  
Olympia, WA 98501

**From:** [Alayna Bahr](#)  
**To:** [Marc Daily](#)  
**Subject:** Opposition to road through LBA Woods  
**Date:** Wednesday, June 10, 2020 8:17:26 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Marc Daily:

I am writing to voice my opposition to the road through LBA woods.

This Little Backyard Adventure is one of the last green safe spaces for children and adults to explore in this area. As someone with limited walking abilities, I appreciate the relatively flat, yet still unpaved trails this park offers. I can watch my 4 year old adventure safely and he still feels like he's in the wild.

Likewise, I have seen many school age children 7-13years playing in the space. This is what Washington state is about. I did not move from California to Washington to see all these safe spaces being eliminated by asphalt. Let them play. Don't spend millions of dollars to replace a playground that already exists in its most natural form.

The proposed road would not even provide a major improvement in traffic. This plan appears to funnel the traffic to North St. The corridor between Cain and Henderson is already an area of issue. There is no plan to address the traffic congestion that is ALREADY THERE. Why would you add to this problem? Widening North St will increase danger to the many pedestrians from all the nearby schools.

I don't see how saving ONE minute of drive time justifies the removal of green space for community members and over 80 bird species.

I urge you, please do not cut into the "LBA woods" and build a road or otherwise diminish this already small space.

Please feel free to contact me at [ablossombee@gmail.com](mailto:ablossombee@gmail.com) or 360-350-2226 with any questions or follow up.

Alayna Bahr  
Olympia, WA

**From:** [Juliet VanEenwyk](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** Please oppose road through LBA Woods  
**Date:** Tuesday, June 9, 2020 4:39:06 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Councilman Gilman, Councilman Miller and Executive Director Daily,

I am writing to you to urge you to remove the road that bisects LBA Woods from Olympia's comprehensive and regional transportation plans. It is not clear what problem a new road will solve. Building more roads leads to ever more traffic, air pollution, and noise. More and wider roads are, at best, short term fixes to alleviating congestion, if that is, indeed, the problem you are trying to fix. Witness widening Yelm Highway and adding lanes to Interstate 5. Increasing bike and pedestrian paths and improved public transportation are 21st century solutions.

Semi-wild and quiet spaces are at a premium. They are disappearing rapidly and once gone, they are gone forever. Please envision a future of sustainability and do not destroy such a valuable resource for all Thurston County residents.

Many thanks for your consideration of my request.

Yours,  
Juliet Van Eenwyk  
Thurston County Resident

**From:** [Ben Mead](#)  
**To:** [Marc Daily](#)  
**Subject:** Please vote against the "A4" Log Cabin project Tomorrow  
**Date:** Tuesday, June 9, 2020 12:56:03 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Mr. Daily,

Please vote against the "A4" Log Cabin project.

We have worked so hard and for so long to preserve the LBA Woods.

As you know, Log Cabin Road was planned when Bentrige and Trillium were expected to add 1,000 dwelling units in this area and that development never happened.

The original plan called for the developers to pay for most of the cost of construction.

With the preservation of LBA Woods, these developments will not be built, this traffic demand will not occur, and there are no developers to pay the cost.

The cost would now land squarely on Olympia and the region and we have to ask, who really wants this road built through LBA Woods?

As tax payers will have to bear over \$8 million in costs we will be saddled with costs for a project the public doesn't want.

By taking out the "A4" Log Cabin project from the Plan will allow for planners to start planning for an approach in tune with the community's values.

Increasing traffic along Log Cain Road will decrease car safety and make this key road used by students from three different schools less pedestrian and bicycle friendly.

A City of Olympia study estimated that building the Log Cabin extension would increase traffic by 60%. Increased traffic will result in more noise and more congestion. Worse, as I-5 becomes more congested Google Maps and Waze applications will redirect traffic around the congestion and into nearby neighborhoods.

The project would funnel traffic onto North Street. The North Street corridor, between Cain Road and Henderson Boulevard is already designated as a Mobility Strategy Area, meaning there is no feasible plan to address congestion in this area. It would be unwise and a breach of a commitment to the neighbors to widen North Street.

Best,

-Ben Mead

**From:** [Bill Goforth](#)  
**To:** [Selby, Cheryl](#); [Bateman, Jessica](#); [Cooper, Jim](#); [Lisa Parshley](#); [Rollins, Renata](#); [Madrone, Dani](#); [Marc Daily](#); [Gilman, Clark-2](#); [info@trpc.org](mailto:info@trpc.org); [Bill Goforth](#)  
**Subject:** PLEASE, NO more roads in LBA Park  
**Date:** Sunday, June 28, 2020 9:13:07 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear TRPC and Olympia City Council members,

The re-zoning of LBA woods as a park, and not a housing development, over the last several years has been music to my Olympian ears. After a long process led by such local luminaries as Maria Ruth, my wife and I have enjoyed not only the presence of the trees and associated wildlife, clean air and quiet, but the thought that the City of Olympia made the decision to go in the direction of long-term health for its land and people. In making LBA a park, we made a clear commitment to quality of life for now and into the future.

Because of this, I am disappointed to hear of your continued consideration of a road that would basically bisect the Park. I think we all know what that would mean to the people so happy to have a woods to roam in, and play equipment and tennis courts to play on: the safety and tranquility of this space would be highly compromised with a road carrying the busy traffic of a suburban neighborhood. And what about the wildlife who are so compromised by our human development already?

Please, no road! This is not the place, or the time; not now, not here.

Thank you for reconsidering this proposed action; and please, decide to redirect our community's transportation needs and its funding elsewhere.

Sincerely,  
Bill Goforth  
(Olympia resident for 68 years)

**From:** [Kate Benkert](#)  
**To:** [Marc Daily](#)  
**Subject:** Proposed Regional Transportation Plan  
**Date:** Monday, June 8, 2020 4:43:01 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Mr. Daily,

In adopting the Proposed Regional Transportation Plan on June 10, please note that I am opposed to the proposed City of Olympia road which is to transit the recently expanded LBA Woods Park as a "major collector boulevard". The road would connect Boulevard Road with Wiggins Road. I am a resident of Olympia and I use the LBA Woods to walk and escape to nature without having to drive long distances. Fragmentation of this Park with a road will limit its utility as a respite for urban residents, a place of environmental education for local schools, forested habitat for seriously declining migratory bird populations, a wonderland of exploration for children, and more. We have plenty of roads and cars to fill them (and the cars will always arrive to use any road built; hardly a reduction in the City of Olympia's or Thurston County's carbon footprint) but not enough contiguous open space for us to explore, recreate on and enjoy.

I would appreciate your consideration of my request to remove the proposed Boulevard to Wiggins connector road from the Regional Transportation Plan. Thank you.

Kate Benkert  
333 Sherman St NW  
Olympia 98502

**From:** [Maria Ruth](#)  
**To:** [Marc Daily](#)  
**Subject:** public comment on Project a-4 in What Moves You 2045 RTP  
**Date:** Monday, June 8, 2020 7:30:37 PM  
**Attachments:** [Screen Shot 2020-06-08 at 7.28.44 PM.png](#)

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Marc,

I am writing to urge you to remove project A-4, the Log Cabin Extension Road (aka Log Cabin Road, Log Cabin Connection) from the draft *What Moves You 2045 Regional Transportation Plan*. Here is why:

**The road will ruin one of the community's favorite parks.** The site for the proposed road connecting Wiggins Road and Boulevard Road is the LBA Woods—the commonly used name to describe the 133 acres of mature upland forest recently added to LBA Park in Southeast Olympia. Since moving to Olympia in 2006, I have been walking the trails regularly in the LBA Woods. In 2014, I joined the campaign to save the LBA Woods for public parkland. Since 2016, I have served as member of the Friends of LBA Woods, a stewardship group that has hosted or co-hosted 27 volunteer habitat-restoration work parties as well as guided nature walks and other community events in the LBA Woods. These woods are precious not only to me and to the *several thousand* residents of Thurston County who supported our campaign to save forest and who now spend time enjoying the natural beauty and 4-mile network of undeveloped recreational trails through the park.

**The landscape has changed.** The proposed Log Cabin Extension Road first appeared on regional transportation plans in the 1990s. This road might have made sense back then. It might have made sense as late as 2015 when the 150-acre wooded parcels commonly known as the LBA Woods were owned by developers who planned to clear the forest, build ~1000 homes, and fund most of the road. But with the 2016-2017 purchase of most of the LBA Woods as a City of Olympia Park, this road has become unnecessary and antithetical to what it means to live in a livable city, to act as stewards for our environment, and to prioritize the health and well-being of our community.

**Justification for the road is weak.** Despite the purchase of 133 acres of the LBA Woods for parkland in 2016-2017, members of Olympia's City Council, Thurston Regional Planning Council, and the Transportation Policy Board have not together seriously discussed or reconsidered the need for the Log Cabin Extension Road. nor the environmental impact to of clear-cutting a swath of forest for a road that keeps showing up on the plans as if by default. "The road has been planned for decades" is a phrase often uttered to by cannot be a justification for this road.

**You cannot approve this project and still be serious about addressing climate change.** This proposed road is artifact of a time when "climate change, "ecosystem services," and "carbon sequestration," were not on anyone's lips. The construction of the proposed Log Cabin Extension Road would destroy a minimum of 4.91 acres of the woods (the city-owned acreage of right-of-way for this road) and the ecological integrity of the forest. This road will destroy and degrade wildlife habitat; it will diminish much-needed ecosystem services values

such infiltrating rainwater, controlling flooding, purifying and cooling air, and buffering the impacts of climate change. The *What Moves You* transportation plan acknowledges the future impacts of climate change—more flooding, more rainfall in winter by 2050, 22% drop in summer rainfall, summer temperatures averaging a high August temperatures of 94 degrees F (*What Moves You: Regional Transportation Plan 2045*; TRPC, June 2020 draft, p. 36)—but does not actually consider that this paved roadway, which requires the clearcutting of a mature native forest, would exacerbate these impacts. Moving cars more efficiently between Boulevard Road and Wiggins Road—the putative goal of this road—is not a meaningful way to address the impacts of climate change.

**The road will permanently damage to “quality of life” for humans, the forest, and wildlife.** Both the peace and safety of the forest and the community ballfields will be permanently and negatively impacted by this road. Though the footprint of the proposed road is estimated at 49.1 acres, it only takes one walk around Olympia’s new Morse-Merryman Reservoir (the “water tank”) and access road to see what collateral damage a 5-acre project does to a forest and its wetlands. Like the water tower, the road will forever diminish the quality of the closed-canopy forest and connectivity of trails for park-goers and wildlife alike. Unlike the passive water tank, the proposed road will be a place where the sight, sounds, smells, and dangers of automobile traffic will be ever-present.

**What Moves You?** What “moves me” between Wiggins Road and Boulevard Road is *not* the vision of a road. What moves me is the gentle trails through the LBA Woods. What moves me is...the mature upland forest—the last largest such parcel in the city limits. What moves me are the firs, red-cedars, big-leaf maples, hemlocks, and dogwood. It's the salmonberry, thimbleberry, trailing blackberry, osoberry, saskatoon, ocean spray, salal, and trillium. It's the pileated woodpeckers, wrens, warblers, owls the other 80 bird species seen and heard in these woods over the seasons. It's the quiet trails, the peace, the beauty of nature.

This road is an idea whose time has come and gone.

Please do not feel compelled to approve plans hatched in 1990s and now seemingly etched in stone. They are on paper and can be erased.

Please do not approve the draft *What Moves You 2045 Regional Transportation Plan*.

Please make a move to remove the Log Cabin Extension Road from this plan and consider discussing and exploring other options such as widening Morse Merryman Road.

Sincerely,



Maria Ruth

Olympia WA

**From:** [Julian Beattie](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#)  
**Subject:** Public comment re: A4/proposed Log Cabin Road Extension  
**Date:** Monday, June 8, 2020 2:48:29 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

To Thurston County and City of Olympia transportation planners:

Please accept this public comment for your upcoming 6/10 Regional Transportation Planning policy board meeting, or please let me know where I can properly submit a formal comment.

I oppose the proposed extension of Log Cabin Road through LBA woods.

Let me say that I am a public employee, and I know what it's like to be in your position. I generally defer to people like you because you have studied the issue and have the expertise. I am not here to second guess everything you've worked on. But I do know from personal experience that the government sometimes gets it wrong, and sometimes gets so focused on the details that it has trouble seeing the big picture.

Here, there is really no reasonable way to defend destroying irreplaceable urban habitat to build a connector road. Our environment cannot suffer even this relatively small further loss, given the increasing pressures on ecosystems imposed by climate change. It is well known that roads are harmful because of the way they divide habitat and because of the water pollution they promote.

If you are worried about increased pressure on Boulevard Rd, surely the solution is to increase the level of resources devoted to that road. You are the expert, but I have a hard time believing that you've done all you can to maximize the level of service on that road.

Further, I am skeptical that this project pencils out from a cost perspective. With projected shortfalls due to the pandemic, I cannot imagine your capital budgets won't be cut. You'll surely want to focus on maintaining existing infrastructure.

Thank you for listening. I am sure you are reasonable, thoughtful people, but we all have blind spots and sometimes make bad decisions. As a fellow public employee, thanks for what you do.

Julian Beattie  
Olympia

**From:** [Larry of Nottingham](#)  
**To:** [Veena Tabbutt](#); [Marc Daily](#)  
**Subject:** Re: I would like to know how to make a public comment call-in for the June 10th meeting  
**Date:** Wednesday, June 10, 2020 8:38:14 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Very disappointed about the poor management of the Zoom meeting and the result being that we were denied an opportunity to speak to the decision makers and hear from our community members in a civic forum. Written comments do not allow for the same kind of input.

You should reconvene the meeting before taking action and use best practices to avoid the Zoom bombing.

Here is my prepared statement:

My name is Larry Dzieza. While you point out the comment period is over, its not too late for the assembled officials to hear and to take to heart the will of the community to stop the road.

I am frustrated about the runaround I get from the elected officials and staff when I ask about how to stop the bad idea of putting a road through the LBA Woods. This has been the playbook to date:

- First you tell us the road in the regional plan reflects the local plans.
- Then we comment on the local plans and the locals say they have an 'obligation' to live up to the regional plan.
- When we comment on the regional plan we are told again to talk to our local jurisdiction about their plan.
- When we comment at the local level they tell us everyone has agreed at the regional level to this road.

And around and around we go like a traffic circle with no exit.

When we plead with our local officials to take action, they try to placate us by saying “don’t worry, the road is not in the six-year budget”. But I’ve been around budgeting long enough to know that when the time comes for you to build the road, and we object, you will say, “golly, it’s been in the plan for decades. The time to have changed it was many years ago because now we have allowed development and made investments based on the road being there”.

The time has come for the TRPC to start planning. Planning for this road not to happen. The sooner you start to acknowledge that an active citizenry is going to standup to the degradation of a precious resource of forest canopy within an urban setting the better it will be for all of us.

I’d like to say something to the professional Planners: Thank you for your work but recognize you are trapped by your training and modelling to look at population growth narrowly as an input to your traffic models. Those models are about how to manage the flows that come from increased population. That engineering perspective of population growth can blind you to a different dynamic: As the population and density increases, the importance to the eco-system and the value of the park in the public’s heart increases.

Perhaps some have strategized that time is on your side. You may be thinking that years from now, a thankful citizenry will praise your foresight to cut a road through the park to reduce road congestion, shaving several minutes off a commute. But you are going to be proven wrong.

Wrong because your model does not really align with the values of your constituents. Priorities for open space, recreation and a chance to be in nature will only increase as the region becomes more dense and the consequences of climate change brings more environmental consciousness to the public.

We, who are opposed to the road, may not succeed today or even tomorrow but we are not going away.

So do the planning that you do so well but with an expanded perspective: increases in population make preservation of natural places even more valuable. I know your models don't have human and natural values as part of their algorithm, but as human beings who also share in our community, I suggest that you begin to create a sustainability and quality of life dimension to your decision making.

Thank you.

On Mon, Jun 8, 2020 at 11:18 AM Veena Tabbutt <[tabbutv@trpc.org](mailto:tabbutv@trpc.org)> wrote:

That's fine. We'll ask him to send it to us. Veena

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R. Veena Tabbutt, Deputy Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.741.2550 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)

[www.trpc.org](http://www.trpc.org) [tabbutv@trpc.org](mailto:tabbutv@trpc.org)

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**From:** Larry ofNottingham <[larryofnottingham@gmail.com](mailto:larryofnottingham@gmail.com)>  
**Sent:** Monday, June 8, 2020 10:43 AM  
**To:** Veena Tabbutt <[tabbutv@trpc.org](mailto:tabbutv@trpc.org)>  
**Subject:** Re: I would like to know how to make a public comment call-in for the June 10th meeting

\*\*\*EXTERNAL EMAIL\*\*\*

Thanks for your help on this. Not knowing the best email address to use I ended up using the TRPC Executive Director Marc Daily at [dailym@trpc.org](mailto:dailym@trpc.org). I assume that he will be able to share what he receives with you and the rest of the Board?

On Mon, Jun 8, 2020 at 8:36 AM Veena Tabbutt <[tabbutv@trpc.org](mailto:tabbutv@trpc.org)> wrote:

You can send it directly to me or to Karen Parkhurst (cc'd on this email) who manages the Transportation Policy Board agenda.

Thank you for your interest in our agency.

Veena

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R. Veena Tabbutt, Deputy Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.741.2550 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)

[www.trpc.org](http://www.trpc.org) [tabbutv@trpc.org](mailto:tabbutv@trpc.org)

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**From:** Larry ofNottingham <[larryofnottingham@gmail.com](mailto:larryofnottingham@gmail.com)>  
**Sent:** Saturday, June 6, 2020 12:56 PM  
**To:** Veena Tabbutt <[tabbutv@trpc.org](mailto:tabbutv@trpc.org)>  
**Subject:** Re: I would like to know how to make a public comment call-in for the June 10th meeting

\*\*\*EXTERNAL EMAIL\*\*\*

What is the best email address to use?

Thanks.

On Fri, Jun 5, 2020 at 7:44 AM Veena Tabbutt <[tabbutv@trpc.org](mailto:tabbutv@trpc.org)> wrote:

Hi,

You can make your public comment during the zoom meeting (using the link or call in number) or email it to us in advance.

Thanks,

---

R. Veena Tabbutt, Deputy Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.741.2550 (Direct) | 360.956.7575 (Main) | 360.956.7815 (Fax)

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**From:** Larry ofNottingham <[larryofnottingham@gmail.com](mailto:larryofnottingham@gmail.com)>

**Sent:** Thursday, June 4, 2020 9:01 PM

**To:** [info@trpc.org](mailto:info@trpc.org)

**Subject:** I would like to know how to make a public comment call-in for the June 10th meeting

\*\*\*EXTERNAL EMAIL\*\*\*

It is not clear from the agenda whether I can provide my verbal comments via Zoom or

do I need to call-in on a separate phone number.

Thanks.

Larry Dzieza

360.556.6070

**From:** [BETH Norman](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** Re: LBA Park Road  
**Date:** Wednesday, June 10, 2020 10:27:26 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

I did try to participate in the public comment but after the meeting was hijacked, I decided to email comments. I fully agree with Christana's statement at the beginning.

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**From:** BETH Norman  
**Sent:** Wednesday, June 10, 2020 8:31:34 AM  
**To:** [dailym@trpc.org](mailto:dailym@trpc.org) <[dailym@trpc.org](mailto:dailym@trpc.org)>; [cgilman@ci.olympia.wa.us](mailto:cgilman@ci.olympia.wa.us) <[cgilman@ci.olympia.wa.us](mailto:cgilman@ci.olympia.wa.us)>; [mmiller@ci.lacey.wa.us](mailto:mmiller@ci.lacey.wa.us) <[mmiller@ci.lacey.wa.us](mailto:mmiller@ci.lacey.wa.us)>  
**Subject:** LBA Park Road

Please do not put a road through separating LBA park from LBA Woods. Many people use both. Parking is in the park portions and creating a major through street park goers must cross makes no sense. Especially since the housing is not being constructed, there there will be less need for this road. I walk and run in the woods almost daily. Each part is unique with many ecosystems. Please do not destroy this natural area that we work so hard to preserve. Remove this road from your plan. Please fix Morris Merriman and Wiggins with bike lanes and sidewalks instead. It is hard to access the Chehalis western trail from our neighborhoods.  
Thank you  
Elizabeth Norman

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**From:** [Maria Ruth](#)  
**To:** [Marc Daily](#)  
**Subject:** Re: public comment on Project a-4 in What Moves You 2045 RTP  
**Date:** Wednesday, June 10, 2020 8:19:45 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Marc—

This is Maria Ruth. I signed up to give public comment today at the Transpiration Policy Board meeting.

Many of us on the call were there to give comment on the Log Cabin Extension. I am not sure how “Zoom Bombers” work but I am disgusted by what happened this morning and please know that the offensive caller was not affiliated with the group of community members who either submitted letters or were on the call to comment on the TRPC plan.

So sorry the meeting was shut down.

Maria Ruth

On Jun 8, 2020, at 7:30 PM, Maria Ruth  
<[MARIARUTHBOOKS@COMCAST.NET](mailto:MARIARUTHBOOKS@COMCAST.NET)> wrote:

Dear Marc,

I am writing to urge you to remove project A-4, the Log Cabin Extension Road (aka Log Cabin Road, Log Cabin Connection) from the draft *What Moves You 2045 Regional Transportation Plan*. Here is why:

**The road will ruin one of the community’s favorite parks.** The site for the proposed road connecting Wiggins Road and Boulevard Road is the LBA Woods—the commonly used name to describe the 133 acres of mature upland forest recently added to LBA Park in Southeast Olympia. Since moving to Olympia in 2006, I have been walking the trails regularly in the LBA Woods. In 2014, I joined the campaign to save the LBA Woods for public parkland. Since 2016, I have served as member of the Friends of LBA Woods, a stewardship group that has hosted or co-hosted 27 volunteer habitat-restoration work parties as well as guided nature walks and other community events in the LBA Woods. These woods are precious not only to me and to the *several thousand* residents of Thurston County who supported our campaign to save forest and who now spend time enjoying the natural beauty and 4-mile network of undeveloped recreational trails through the park.

**The landscape has changed.** The proposed Log Cabin Extension Road first appeared on regional transportation plans in the 1990s. This road might have

made sense back then. It might have made sense as late as 2015 when the 150-acre wooded parcels commonly known as the LBA Woods were owned by developers who planned to clear the forest, build ~1000 homes, and fund most of the road. But with the 2016-2017 purchase of most of the LBA Woods as a City of Olympia Park, this road has become unnecessary and antithetical to what it means to live in a livable city, to act as stewards for our environment, and to prioritize the health and well-being of our community.

**Justification for the road is weak.** Despite the purchase of 133 acres of the LBA Woods for parkland in 2016-2017, members of Olympia’s City Council, Thurston Regional Planning Council, and the Transportation Policy Board have not together seriously discussed or reconsidered the need for the Log Cabin Extension Road, nor the environmental impact to clear-cutting a swath of forest for a road that keeps showing up on the plans as if by default. “The road has been planned for decades” is a phrase often uttered to by cannot be a justification for this road.

**You cannot approve this project and still be serious about addressing climate change.** This proposed road is artifact of a time when “climate change,” “ecosystem services,” and “carbon sequestration,” were not on anyone’s lips. The construction of the proposed Log Cabin Extension Road would destroy a minimum of 4.91 acres of the woods (the city-owned acreage of right-of-way for this road) and the ecological integrity of the forest. This road will destroy and degrade wildlife habitat; it will diminish much-needed ecosystem services values such infiltrating rainwater, controlling flooding, purifying and cooling air, and buffering the impacts of climate change. The *What Moves You* transportation plan acknowledges the future impacts of climate change—more flooding, more rainfall in winter by 2050, 22% drop in summer rainfall, summer temperatures averaging a high August temperatures of 94 degrees F (*What Moves You: Regional Transportation Plan 2045*; TRPC, June 2020 draft, p. 36)—but does not actually consider that this paved roadway, which requires the clearcutting of a mature native forest, would exacerbate these impacts. Moving cars more efficiently between Boulevard Road and Wiggins Road—the putative goal of this road—is not a meaningful way to address the impacts of climate change.

**The road will permanently damage to “quality of life” for humans, the forest, and wildlife.** Both the peace and safety of the forest and the community ballfields will be permanently and negatively impacted by this road. Though the footprint of the proposed road is estimated at 49.1 acres, it only takes one walk around Olympia’s new Morse-Merryman Reservoir (the “water tank”) and access road to see what collateral damage a 5-acre project does to a forest and its wetlands. Like the water tower, the road will forever diminish the quality of the closed-canopy forest and connectivity of trails for park-goers and wildlife alike. Unlike the passive water tank, the proposed road will be a place where the sight, sounds, smells, and dangers of automobile traffic will be ever-present.

**What Moves You?** What “moves me” between Wiggins Road and Boulevard Road is *not* the vision of a road. What moves me is the gentle trails through the LBA Woods. What moves me is...the mature upland forest—the last largest such parcel in the city limits. What moves me are the firs, red-cedars, big-leaf maples, hemlocks, and dogwood. It's the salmonberry, thimbleberry, trailing blackberry, osoberry, saskatoon, ocean spray, salal, and trillium. It's the pileated

woodpeckers, wrens, warblers, owls the other 80 bird species seen and heard in these woods over the seasons. It's the quiet trails, the peace, the beauty of nature.

This road is an idea whose time has come and gone.

Please do not feel compelled to approve plans hatched in 1990s and now seemingly etched in stone. They are on paper and can be erased.

Please do not approve the draft *What Moves You 2045 Regional Transportation Plan*.

Please make a move to remove the Log Cabin Extension Road from this plan and consider discussing and exploring other options such as widening Morse Merryman Road.

Sincerely,

<Screen Shot 2020-06-08 at 7.28.44 PM.png>

Maria Ruth

Olympia WA

**From:** [Julian Beattie](#)  
**To:** [Marc Daily](#)  
**Cc:** [Katrina Van Every](#)  
**Subject:** Re: Public comment re: A4/proposed Log Cabin Road Extension  
**Date:** Monday, June 8, 2020 8:14:53 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

I appreciate that. Take care.

On Mon, Jun 8, 2020, 4:25 PM Marc Daily <[dailym@trpc.org](mailto:dailym@trpc.org)> wrote:

Thank you for taking the time to comment on the Log Cabin Road Boulevard/Wiggins connection, a City of Olympia project included in the draft Regional Transportation Plan for the Thurston Region. The decisions to implement individual projects included in the plan are made by each jurisdiction – in this case, the City of Olympia. I have forwarded your message to City of Olympia staff leadership to help ensure that your input is considered. Thank you again and please let me know if Thurston Regional Planning Council can be of assistance. Take care... Marc Daily

---

Marc Daily, Executive Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7575 (Main) | 360.956.7815 (Fax)

[www.trpc.org](http://www.trpc.org) [dailym@trpc.org](mailto:dailym@trpc.org)

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**From:** Julian Beattie <[beattie.julian@gmail.com](mailto:beattie.julian@gmail.com)>  
**Sent:** Monday, June 8, 2020 2:48 PM  
**To:** Marc Daily <[dailym@trpc.org](mailto:dailym@trpc.org)>; Gilman, Clark-2 <[cgilman@ci.olympia.wa.us](mailto:cgilman@ci.olympia.wa.us)>  
**Subject:** Public comment re: A4/proposed Log Cabin Road Extension

\*\*\*EXTERNAL EMAIL\*\*\*

To Thurston County and City of Olympia transportation planners:

Please accept this public comment for your upcoming 6/10 Regional Transportation Planning policy board meeting, or please let me know where I can properly submit a formal comment.

I oppose the proposed extension of Log Cabin Road through LBA woods.

Let me say that I am a public employee, and I know what it's like to be in your position. I generally defer to people like you because you have studied the issue and have the expertise. I am not here to second guess everything you've worked on. But I do know from personal experience that the government sometimes gets it wrong, and sometimes gets so focused on the details that it has trouble seeing the big picture.

Here, there is really no reasonable way to defend destroying irreplaceable urban habitat to build a connector road. Our environment cannot suffer even this relatively small further loss, given the increasing pressures on ecosystems imposed by climate change. It is well known that roads are harmful because of the way they divide habitat and because of the water pollution they promote.

If you are worried about increased pressure on Boulevard Rd, surely the solution is to increase the level of resources devoted to that road. You are the expert, but I have a hard time believing that you've done all you can to maximize the level of service on that road.

Further, I am skeptical that this project pencils out from a cost perspective. With projected shortfalls due to the pandemic, I cannot imagine your capital budgets won't be cut. You'll surely want to focus on maintaining existing infrastructure.

Thank you for listening. I am sure you are reasonable, thoughtful people, but we all have blind spots and sometimes make bad decisions. As a fellow public employee, thanks for what you do.

Julian Beattie

Olympia

**From:** [Dawn Eychaner](#)  
**To:** [Marc Daily](#); [Veena Tabbutt](#); [Karen Parkhurst](#); [Ryder, Andy](#); [Madrone, Dani](#)  
**Subject:** Regional Transportation Plan - opposition to Log Cabin Road Connection  
**Date:** Wednesday, June 10, 2020 8:51:11 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Good morning,

I tried to participate in the public comment period of this morning's meeting of the Transportation Policy Board before the meeting was hijacked by an unwelcome participant! I am writing to you to express my concern about the Log Cabin Road Connection project (Project A4) in the proposed Regional Transportation Plan. As I'm sure you are aware, this project would adversely impact the LBA Woods which were preserved from development in recent years. It's my understanding that this proposed road connection was planned before the LBA woods were preserved as green space for our community by the city of Olympia in 2017. In fact, acquisition of the land to preserve the LBA woods was the most frequently requested project by community members when the city conducted outreach to adopt its 20-year Parks and Recreation Plan in 2016. Improvements to the trails in the LBA woods are currently included in the city's own 2018-2023 Capital Facilities Plan. Extending this road runs counter to these plans and to the input already received from Olympia residents.

I strongly urge you to **remove the Log Cabin Road Connection project** from the proposed regional plan.

Thank you for your time and consideration.

Dawn Eychaner  
603 Garrison St NE  
Olympia, WA 98506

**From:** [Heather Ashbaugh](#)  
**To:** [Marc Daily](#)  
**Subject:** Remove the Log Cabin Road Extension plan  
**Date:** Wednesday, June 10, 2020 8:40:25 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Hello Mr. Daily

I was hoping to make comments in the Zoom call today. My name is Heather Ashbaugh and I live at 2920 Shelburne Way SE. I am respectfully asking for you and your board to please remove the Log Cabin Rd extension from your plans.

When I saw the plans to put a road through the LBA Woods, I was brought to tears. I am in tears as I write this. I am not one to ever speak up, let alone take time off work to speak up at a city meeting. But I cannot stand by and let this happen.

These woods are so very important to me and my family. Every single day my daughter and I walk together through that exact patch of land. She absolutely loves the trees and is always asking to visit "the forest." It is one of the few peaceful places to visit when we need some space away from our busy lives. I know I am not alone in this as the woods are always a buzz with families on their walks, dog walkers and the like.

For my daughter and I, we love to walk along looking for wildlife. We sometimes stop to count the ants to sing "The Ants Go Marching" song. We also like mixing up the routes we go and finding new trails. In a world where there is so much screen time, it is imperative for kids to get outside! Please don't take away another place they can go.

I think about how our walks will progress as she ages. She won't always be counting ants, but later we could jog, or maybe just walk and talk about her day at school.

Whenever friends and family visit, we go visit the woods too! And what do you think they say when they walk in the woods? "WOW. This is so beautiful. What a magical place." Truly.

That's because the LBA woods are an Olympia treasure. They are so beautiful and calming, especially for those that struggle with mental health issues. They are a haven for those that need a safe, relaxing place to get outside.

As you have seen from other emails that I am sure you are receiving, the woods are an institution. It may seem weird that people can become attached to a bunch of trees. But it is more than that. As I said before, for me, it is where so many of my memories with my daughter were made. It's such an important part of our day. To others it is a place to get exercise and be able to relax in nature.

I am not alone in thinking that the millions planned for this could be better spent in other areas of Olympia or perhaps in reworking Morse Merryman? The round about greatly helped that area and it makes me wonder if this new road is really needed.

Also, regarding the new road. I can only imagine the people speeding through that causing a very dangerous situation for children playing in the park or the neighborhood bordering the back of the woods.

I am very confused also as there were recent surveys and the like to update the trails and make changes to make walking in the trails easier. Why is this plan going on at the same time as plans for a road right through it?

Please reconsider and please listen to us. It is heartbreaking to think this place will soon not exist.

I challenge everyone on the board to go take a walk in the LBA Woods when you can. Go and see why we feel so strongly as to send you these emails.

Thank you for your time,  
Heather Ashbaugh

**From:** [Peggy Bruton](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Olympia City Council](#)  
**Subject:** Road through LBA Woods  
**Date:** Tuesday, June 30, 2020 8:45:51 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

TRPC Executive Director Marc Daily

Dear Mr. Daily, Mr. Gilman and Olympia Mayor and Council members:

I am writing to urge mostly strongly that you remove the proposed road through the LBA Woods from the active list in the city's Capital Facilities Plan.

I will leave to others more familiar with travel, traffic and development patterns in this part of town to discuss details of the design. For my part, I find it difficult to comprehend how and why such a project remains on the city's and county's planning boards. It should surprise no one that adding vehicular traffic capacity increases automotive traffic and encourages development that is car dependent. (This reality was well understood back in the 1960s, when I became a community activist opposing urban freeway construction in Washington D.C.)

I do not believe Olympia residents wish to sacrifice the LbA Woods for the sake of a road that appears to have little planning rationale to justify its construction. More to the point, however, is the fact that global warming is progressing way faster than scientists have been predicting for the last several decades, and the transportation sector is a major CO2 contributor. Every new road is a nail in the planet's coffin, at least as it provides a home for human society. More roads? More airports? Destroyed natural areas? Really?

Please. Honor the many Olympia citizens who love this natural area, who have worked to protect it, and whose children deserve to enjoy natural areas such as the LBA Woods — not to mention a future on Planet Earth.

Thank you for your attention. Please do the right thing.

Peggy Bruton  
1607 East Bay Drive  
Olympia WA 98506

360 866 7165

**From:** [Peggy Bruton](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Olympia City Council](#)  
**Subject:** Road through LBA Woods  
**Date:** Tuesday, June 30, 2020 8:45:51 PM

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Please. Honor the many Olympia citizens who love this natural area, who have worked to protect it, and whose children deserve to enjoy natural areas such as the LBA Woods — not to mention a future on Planet Earth.

Thank you for your attention. Please do the right thing.

Peggy Bruton  
1607 East Bay Drive  
Olympia WA 98506

360 866 7165

**From:** [Maureen Damitio](#)  
**To:** [Marc Daily](#)  
**Subject:** road through LBA woods  
**Date:** Tuesday, June 9, 2020 1:26:35 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

Mr. Daily,

I am not the type of person who usually speaks out on issues but the recent proposal to put a road through LBA woods has given me no choice but to voice my dissatisfaction. I am a para educator, a mother of three, and have been a resident of the Newcastle neighborhood off of Boulevard Road for close 20 years. The LBA Woods are a critical part of what makes the neighborhoods in the area desirable for people of all ages.

LBA is the last green space within walking distance for myself and my neighbors. The woods are place where kids can play, a meeting space for friends young and old, a refuge for nature enthusiasts, and a quiet place for people to go to just get outside of the house. I enjoy these woods on a daily basis, either walking the dog or running in a serene place with clean air. The barrier for noise pollution alone is a selling point of these woods, and a road would compromise that beyond repair.

I worry what the negative impact of a large through street on our community would include less local traffic, more noise pollution, and faster speeds. There are also 3 public schools within a half of a mile, extending down Boulevard road and I worry one more road will lead to more students being at risk of speeding cars/distracted drivers as they walk or bike to school.

On top of all of those factors, I am disappointed in the city council's broken promises for even funding such a road. When originally proposed, the road was supposed to service a new development and be paid for by the developing company. But now, why should I, as a taxpayer pay more to destroy one of the greatest amenities the city has to offer in my area?

I urge you to vote against this project. It is not in the public interest, it is not in the interest of the taxpayer, and it is not in the interest of families.

Regards,

Maureen E. Damitio

**From:** [Stephanie Shorin](#)  
**To:** [Marc Daily](#)  
**Subject:** Road Through LBA  
**Date:** Saturday, June 13, 2020 12:58:25 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Executive Director Daily,

I am a resident of Olympia, Washington and I am writing to you to express my concern about the city's plan to construct a road through LBA park. LBA park means a great deal to me, and many others in the community. It would be an understatement to say that building a road through this beautiful park would be a tragic loss for the city and those of us who spend time there regularly, not to mention the disruption to the wildlife, and nearby residents, it would cause. As a person who commutes daily on the roads surrounding LBA park, I find this proposed change to be absolutely unnecessary and not at all beneficial to the residents living near the park, as our roads nearby are already in fine condition and it takes nearly no time at all to get around town when driving. Additionally, many house owners have LBA's woods as their own backyard, and it would simply be disruptive to people's daily lives when thinking about how long construction would take place. I hope you take my email to heart, as I know many other people in our city would not be pleased with the proposed plans you have in mind.

Thank you for your time, I hope this email finds you well.

-Stephanie Shorin  
360-790-3625

**From:** [Stephanie Shorin](#)  
**To:** [Marc Daily](#)  
**Subject:** Road Through LBA  
**Date:** Saturday, June 13, 2020 12:58:25 AM

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\*\*\*EXTERNAL EMAIL\*\*\*

Dear Executive Director Daily,

I am a resident of Olympia, Washington and I am writing to you to express my concern about the city's plan to construct a road through LBA park. LBA park means a great deal to me, and many others in the community. It would be an understatement to say that building a road through this beautiful park would be a tragic loss for the city and those of us who spend time there regularly, not to mention the disruption to the wildlife, and nearby residents, it would cause. As a person who commutes daily on the roads surrounding LBA park, I find this proposed change to be absolutely unnecessary and not at all beneficial to the residents living near the park, as our roads nearby are already in fine condition and it takes nearly no time at all to get around town when driving. Additionally, many house owners have LBA's woods as their own backyard, and it would simply be disruptive to people's daily lives when thinking about how long construction would take place. I hope you take my email to heart, as I know many other people in our city would not be pleased with the proposed plans you have in mind.

Thank you for your time, I hope this email finds you well.

-Stephanie Shorin  
360-790-3625

**From:** [Bonnie Wood](#)  
**To:** [Marc Daily](#)  
**Subject:** Road through LBA  
**Date:** Tuesday, June 9, 2020 10:02:22 AM

---

\*\*\*EXTERNAL EMAIL\*\*\*

Dear Mr. Daily:

I write to implore you to revise the City of Olympia's Transportation Plan and take out the plan to build a road through the LBA Woods.

Surely by now the City of Olympia concedes that the LBA Woods is valuable intact and contiguous - a huge benefit for the quality of life in Southeast Olympia. Many residents enjoy its paths, its peace, its separation from traffic, noise and fumes. Other important values include its ecological diversity and protection of groundwater. To build a road through, whenever in the future, jeopardizes all of these purposes.

Please take this road out of the plan!

Thanks for your attention.

Bonnie Wood  
2800 Aberdeen Court S.E.  
Olympia, Washington 98501

**From:** [Mike Ruth](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** STOP FUNDING THE LOG CABIN EXTENSION ROAD (Please!)  
**Date:** Tuesday, June 9, 2020 7:40:42 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

To:

TRPCs Executive Director Marc Daily at [dailym@trpc.org](mailto:dailym@trpc.org)  
Olympia City Councilman Clark Gilman at [cgilman@ci.olympia.wa.us](mailto:cgilman@ci.olympia.wa.us)  
City of Lacey's Councilman Malcolm Miller at [mmiller@ci.lacey.wa.us](mailto:mmiller@ci.lacey.wa.us)

From:

Mike Ruth, Citizen  
(2520 Wedgewood Ct Olympia 98501)

Return email: [mikeruthgis@hotmail.com](mailto:mikeruthgis@hotmail.com)

\*\*\*\*\*

I am writing to ask you to please STOP FUNDING THE LOG CABIN EXTENSION ROAD!

#### **It is A Zombie Idea:**

This road is a failed concept, and a hangover from the 1990's planning concept, when planners thought that everyone should be able to drive everywhere, anytime, with no delays, essentially for free. The Log Cabin Extension is an expensive, destructive, unnecessary road. One failure of the idea is that the road may move most of its cars onto North Street, which is already congested and cannot be widened. Paying millions of dollars for a road to a traffic jam, while destroying a park ... does that really make sense?

#### **But it's been on the plan!**

The plan is just a document based on decades-old assumptions about growth, economics, and the environment. The point of a plan is to allow graceful change and adaptation. So, **just change the plan!**

The road will pretty much kill the quality of two parks, LBA ballparks as well as LBA woods. Is that really worth the cost? Who benefits from paying for destruction of local quality of life? Single car drivers, that's who.

#### **An alternative vision:**

Imagine a pedestrian-friendly trail through a lovely park, including a bike trail. These transportation features enable people to move safely on foot, while emitting zero pollution, and gaining exercise and health and social benefits. Imagine saving millions of taxpayer dollars into the bargain.

Olympia and Thurston County should be focused on **preserving** open spaces, not destroying a lovely widely used large park for cars. Quality of life in the 2040's will be better if parcels of open land, like the LBA woods are RETAINED and nurtured for public use.

#### **Roads are Killing the Planet**

The ethic of making the world safe for single driver automobiles has wreaked havoc on communities

and, indeed, the world. It is possible that the planners who drew a blue line onto the Thurston long-term planning map in the early 1990's had no awareness of the destruction of the atmosphere through vehicle emissions.

We need to eliminate the "frame" that encouraging driving is progress. Real progress means making communities more livable and active. Get people out of their cars! Increasing public transport will result from \*discouraging\* cars not building more urban road capacity. Mass transit is lower in cost per mile traveled and in carbon emissions per person-mile than roads and cars.

Transportation planners (of course) care about cars. They predicate their projections for more roads essentially on projections of population growth. But as we continue to grow in population density, the remaining open spaces will become ever more valuable. We should be planning to preserve open forest lands and parks as a much higher value for Olympia's future population.

### **Where will the Cars go?**

In the specifics, the Log Cabin Extension is foolish, even if you reject the idea of maintaining parks for quality of life for a more dense, hot, polluted future generation.

In the specifics, the Log Cabin Extension will run its traffic largely on (or from) North Street. North Street, as I understand, cannot be widened, by legal agreement between Olympia and Tumwater. The effect of the Log Cabin Extension will largely cause traffic build up on already cramped North Street. What is the purpose? What will North Street be able to carry in 20+ years from now? For million of dollars the "plan" is to cause a traffic jam on already over-used North Street?

### **Too Expensive!**

Financially, the Log Cabin Extension is a fiscal loser. The entire concept was planned on the grounds that developers of large dense housing complexes would agree to pay for the road.

There is much more our community could do with \$8 million (which will be much much more by 2040).

### **Just Stop Funding the Log Cabin Extension Studies**

Sinking any funding into a doomed and stupid extension, which only detracts from our community, is a silly decision. The City and County and Regional authorities need to stop funding this zombie idea, now.

### **An Alternative?**

Can Morse Merriman Road be improved? Where is the engineering study and cost analysis for that alternative. Fund that before you fund the destruction of LBA park.

If there is a need for some east-west increased capacity between Lacey and Olympia the city should think about re-engineering Morse Merriman. I know I know, Wiggins intersection, and the "jog" between 37<sup>th</sup> and Wiggins. Transportation planners can figure those out, they're engineers! The transit through 37<sup>th</sup> to Wiggins to Morse Merriman might, in the end be a few minutes slower to arrive to Boulevard. But at least the two parks can be saved for quality of life. Single car drivers (which make up the majority of the planned trips) can spend a few minutes and make a couple of turns. Who knows, they might even decide it's more pleasant to just bike through the beautiful park and get a breath of fresh air on their way to or from Lacey!

Thanks for reading (if you made it this far ;>)

-Mike Ruth

**From:** [Diane Roberts](#)  
**To:** [Marc Daily](#)  
**Subject:** Stop the Road  
**Date:** Wednesday, June 10, 2020 7:17:19 AM

---

\*\*\*EXTERNAL EMAIL \*\*\*

Hello Mr. Daily

I am writing to express my objection for a road through LBA park.

The development of land for homes is destroying our quality of life. Urban growth is not a measure of a successful or healthy community.

There are enough studies proving the deleterious health effects of conducting sports near roads due to the exposure to car exhaust. Kids will be playing closure to that exposure point.

Thank you.

Diane Roberts  
360.951.8264

**From:** [Mre](#)  
**To:** [Marc Daily](#); [Gilman, Clark-2](#); [Miller, Malcolm](#)  
**Subject:** TRPC Log Cabin Road A-4 project  
**Date:** Tuesday, June 9, 2020 9:34:17 PM

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\*\*\*EXTERNAL EMAIL\*\*\*

RE: Log Cabin Road A-4 project

To each of you on the TRPC Board,

I believe that the LBA Park is an invaluable asset in multiple ways and should be preserved, and, therefore, the Log Cabin Road A-4 should NOT be constructed. The land has already been purchased. It is time to focus on protecting the amazing natural woods and trails that is the heart of the LBA magic.

The LBA Park is loved and used by many people. In addition to the sports fields and playgrounds the walking trails and woods provide a truly unique walking (and biking) experience for Thurston County residents.

1. Trail benefits include
  - o Walking in a quieter natural setting (unlike Watershed Park
  - o Comfortable elevations in trails for seniors like us. (unlike Priest Point and Burfoot )
  - o Three plus miles of mostly natural trails.
  - o Walking for healthy living is a FREE activity. (unlike public marina, gas station too and airport)
  - o Running in the woods helps kids and others flourish!
  - o Includes walking, birding, geocaching, biking, art, photography, mediation, childrens activities...for example
2. Wildlife and nature protection matters.
  - o This park is so unique and rare. We live fairly close and often go there for walking and nature.
  - o Parks contribute to biodiversity
  - o Provide habitat for wildlife
  - o Parks give wildlife a place to live alongside us.
  - o And so much more!
3. Thurston County Growth
  - o Accessible by public transportation
  - o Protect what little we have left. We see the many story buildings going up in downtown Olympia and developments growing all around us.
  - o Population growth ...for quality of life and for a healthier planet earth these public parks must be protected! LBA is a gem in our world.

Please join us in protecting the LBA Park for generations to come. In a

world of constant consumption of land for profit it is critical that we save this property for the free and fun use of a beautiful and precious woods and sports park.

Thank you,

Marie Schneider  
Phil Mizell  
5049 Viewridge Dr SE  
Olympia, WA

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-----  
TRPCs Executive Director Marc Daily at [dailym@trpc.org](mailto:dailym@trpc.org)  
Olympia City Councilman Clark Gilman at [cgilman@ci.olympia.wa.us](mailto:cgilman@ci.olympia.wa.us)  
City of Lacey's Councilman Malcolm Miller at [mmiller@ci.lacey.wa.us](mailto:mmiller@ci.lacey.wa.us)  
Thurston County Commissioner Tye Menser via this form  
<https://www.thurstoncountywa.gov/email/pages/default.aspx...>(done  
6.9.2020)

**From:** [Marc Daily](#)  
**To:** [Burlina Montgomery](#)  
**Subject:** Fw: Against Log Cabin Extension  
**Date:** Thursday, July 2, 2020 10:38:31 AM

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Marc Daily, Executive Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7575 (Main) | 360.956.7815 (Fax)  
[www.trpc.org](http://www.trpc.org) [dailym@trpc.org](mailto:dailym@trpc.org)

This e-mail and any attachments are for the use of the addressed individual. If you have received this e-mail in error, please notify our systems manager. TRPC has taken responsible precautions to ensure no viruses are present in this e-mail, however we do not accept responsibility for loss or damage arising from the use of this e-mail or attachments.

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**From:** Marc Daily  
**Sent:** Wednesday, July 1, 2020 8:46 AM  
**To:** JOE MOORAD <mmkjsdad@comcast.net>  
**Subject:** RE: Against Log Cabin Extension

Mr. Moorad,

Thank you for providing your written comment on the City of Olympia's Log Cabin Road connection, which is included in Thurston Regional Planning Council's Regional Transportation Plan. City of Olympia staff have noted that this project was analyzed following the purchase of the LBA Woods properties and determined that this project, while not needed now, could be needed in the next 15 to 20 years. As the Regional Transportation Plan is a 20-year plan and this project is consistent with the goals and policies of the regional plan, it is included in the draft. I have forwarded your comments to the City of Olympia. Olympia staff have voiced their commitment to work with the community when deciding whether to implement the Log Cabin Road connection. Additionally, all Thurston Regional Planning Council and Transportation Policy Board members will receive your written comments. Thank you again for taking the time to provide your input... Marc Daily

---

Marc Daily, Executive Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7575 (Main) | 360.956.7815 (Fax)  
[www.trpc.org](http://www.trpc.org) [dailym@trpc.org](mailto:dailym@trpc.org)

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**From:** JOE MOORAD <mmkjsdad@comcast.net>  
**Sent:** Wednesday, July 1, 2020 7:37 AM  
**To:** Marc Daily <dailym@trpc.org>; info@trpc.org  
**Subject:** Fwd: Against Log Cabin Extension

\*\*\*EXTERNAL EMAIL\*\*\*

Date: 06/30/2020 5:48 PM  
Subject: Against Log Cabin Extension

to whom it may concern:

My family have lived one block from LBA Woods for the past 17 years. My wife and I enjoy walking through the park 2-3 times a week. Many of our neighbors make use of the walking trails throughout the park. It is an asset to our region where you are minutes from walking through a beautiful forest. It has been particularly beneficial during this difficult time. The ability to walk a quarter mile and escape into this park and put your worries and anxiety away for a time has been priceless.

The park is young; allow it to continue growing and being a place of refuge in our ever growing city. Please modify your regional transportation plan 2020-45 and keep this jewel of a park intact.

Joe and Mylene Moorad

**From:** [Marc Daily](#)  
**To:** [Burlina Montgomery](#)  
**Subject:** Fw: Road through LBA Woods  
**Date:** Thursday, July 2, 2020 10:37:53 AM

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Marc Daily, Executive Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7575 (Main) | 360.956.7815 (Fax)  
[www.trpc.org](http://www.trpc.org) [dailym@trpc.org](mailto:dailym@trpc.org)

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**From:** Peggy Bruton <[gimletheye@comcast.net](mailto:gimletheye@comcast.net)>  
**Sent:** Wednesday, July 1, 2020 8:49 AM  
**To:** Marc Daily <[dailym@trpc.org](mailto:dailym@trpc.org)>  
**Subject:** Re: Road through LBA Woods

\*\*\*EXTERNAL EMAIL\*\*\*

And thank you, Mr. Daily, for your response, much as I am saddened and disturbed by your statements justifying this destructive project, especially in light of present day knowledge of human and planetary needs. pb

On Jul 1, 2020, at 8:45 AM, Marc Daily <[dailym@trpc.org](mailto:dailym@trpc.org)> wrote:

Ms. Bruton,

Thank you for providing your written comment on the City of Olympia's Log Cabin Road connection, which is included in Thurston Regional Planning Council's Regional Transportation Plan. City of Olympia staff have noted that this project was analyzed following the purchase of the LBA Woods properties and determined that this project, while not needed now, could be needed in the next 15 to 20 years. As the Regional Transportation Plan is a 20-year plan and this project is consistent with the goals and policies of the regional plan, it is included in the draft. I have forwarded your comments to the City of Olympia. Olympia staff have voiced their commitment to work with the community when deciding whether to implement the Log Cabin Road connection. Additionally, all Thurston Regional Planning Council and Transportation Policy Board members will receive your written comments. Thank you again for taking the time to provide your input... Marc Daily

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Marc Daily, Executive Director  
Thurston Regional Planning Council  
2424 Heritage Court SW, Suite A, Olympia, WA 98502  
360.956.7575 (Main) | 360.956.7815 (Fax)  
[www.trpc.org](http://www.trpc.org) [dailym@trpc.org](mailto:dailym@trpc.org)

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**From:** Peggy Bruton <[gimleteye@comcast.net](mailto:gimleteye@comcast.net)>  
**Sent:** Tuesday, June 30, 2020 8:46 PM  
**To:** Marc Daily <[dailym@trpc.org](mailto:dailym@trpc.org)>; Gilman, Clark-2 <[cgilman@ci.olympia.wa.us](mailto:cgilman@ci.olympia.wa.us)>;  
Olympia City Council <[citycouncil@ci.olympia.wa.us](mailto:citycouncil@ci.olympia.wa.us)>  
**Subject:** Road through LBA Woods

\*\*\*EXTERNAL EMAIL\*\*\*

TRPC Executive Director Marc Daily

Dear Mr. Daily, Mr. Gilman and Olympia Mayor and Council members:

I am writing to urge mostly strongly that you remove the proposed road through the LBA Woods from the active list in the city's Capital Facilities Plan.

I will leave to others more familiar with travel, traffic and development patterns in this part of town to discuss details of the design. For my part, I find it difficult to comprehend how and why such a project remains on the city's and county's planning boards. It should surprise no one that adding vehicular traffic capacity increases automotive traffic and encourages development that is car dependent. (This reality was well understood back in the 1960s, when I became a community activist opposing urban freeway construction in Washington D.C.)

I do not believe Olympia residents wish to sacrifice the LbA Woods for the sake of a road that appears to have little planning rationale to justify its construction. More to the point, however, is the fact that global warming is progressing way faster than scientists have been predicting for the last several decades, and the transportation sector is a major CO2 contributor. Every new road is a nail in the planet's coffin, at least as it provides a home for human society. More roads? More airports? Destroyed natural areas? Really?

Please. Honor the many Olympia citizens who love this natural area, who have worked to protect it, and whose children deserve to enjoy natural areas such as the LBA Woods — not to mention a future on Planet Earth.

Thank you for your attention. Please do the right thing.

Peggy Bruton  
1607 East Bay Drive  
Olympia WA 98506

360 866 7165



123 4th Ave W. #419  
Olympia, WA 98501

June 21, 2021

City of Olympia  
Community Planning and Development Department  
PO Box 1967  
Olympia, WA 98507-1967

Dear Members of the Olympia Planning Commission:

The South Sound Group of Sierra Club representing over 2,700 members and supporters living in the City of Olympia opposes existing plans for the Log Cabin Extension Road through the LBA Woods and calls on the Olympia Planning Commission to remove it from its Comprehensive Plan.

The LBA Woods was slated to be clear-cut and turned into housing developments. However, a truly grassroots movement of concerned citizens arose and worked for several years to raise awareness throughout the City of Olympia about the environmental damage, flooding and loss of habitat that would occur with the destruction of this valued urban forest. These citizens were then instrumental in raising money through a special tax assessment to acquire the property. Olympia residents changed their priorities to value parks and nature over roads.

Sierra Club supports the proposed amendment to the Comprehensive Plan approved by the Olympia City Council on February 9th which removes all references to the road, and calls on the Olympia Planning Commission to remove the Log Cabin Extension Road in the final comprehensive plan amendment review process.

Sincerely,

A handwritten signature in black ink that reads "George Watland". The signature is written in a cursive style with a large, stylized initial "G".

George Watland  
Chair, South Sound Group  
Sierra Club Washington State Chapter

Olympia Planning Commission Members:

Candi Millar, Chair

Aaron Sauerhoff, Vice Chair

Carole Richmond

Paula Ehlers

Rad Cunningham

Tammy Adams

Greg Quetin

Tracey Carlos

Zainab Nejati

cc:

Cari Hornbein, Senior Planner

**From:** [CityCouncil](#)  
**To:** [marti walker](#)  
**Cc:** [Councilmembers](#); [Jay Burney](#); [Keith Stahley](#); [Debbie Sullivan](#); [Kellie Braseth](#); [Leonard Bauer](#); [Joyce Phillips](#)  
**Subject:** RE: Proposed Comprehensive Plan Revisions  
**Date:** Thursday, June 24, 2021 1:37:30 PM

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

Susan Grisham, Assistant to the City Manager  
City of Olympia | P.O. Box 1967 | Olympia WA 98507  
360-753-8244 [sgrisham@ci.olympia.wa.us](mailto:sgrisham@ci.olympia.wa.us)

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**Please note all correspondence is subject to public disclosure.**

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**From:** marti walker <mewalk22@yahoo.com>  
**Sent:** Thursday, June 24, 2021 11:17 AM  
**To:** CityCouncil <citycouncil@ci.olympia.wa.us>  
**Subject:** Proposed Comprehensive Plan Revisions

**External Email Alert!**

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I am writing in support of the current Comprehensive Plan specifically as it defines "neighborhood character. **The current Comp Plan mandates that: “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.”**

**Also in the current Comp Plan: “Olympians want to preserve the unique qualities and familiarity of our community. We draw a sense of place from the special features of our city: walk-able neighborhoods, historic buildings, views of the mountains, Capitol and Puget Sound, and our connected social fabric. These features help us identify with our community, enrich us, and make us want to invest here socially, economically and emotionally.”**

**I strongly agree with the current Comprehensive Plan and do not want to see any changes made to this well thought out plan in the upcoming meeting scheduled for July 19th.**

**Thank you,**

**Martha Walker**  
**Olympia Taxpayer**

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**From:** [Ellen Silverman](#)  
**To:** [Joyce Phillips](#); [CityCouncil](#)  
**Subject:** Comprehensive Plan Definitions  
**Date:** Monday, July 12, 2021 5:19:26 PM

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

I am writing to voice my concerns about proposed definition amendments to the comprehensive plan. In order to ensure a vibrant, inclusive, and livable Olympia, I strongly urge you to not eliminate “a sense of place” and “neighborhood character/character of the neighborhood/established neighborhoods”.

The proposed additional language changes, while laudable for inclusion of very important considerations, should be **added** rather than allow for the elimination of important language about neighborhood character.

Because of the diversity in housing, our lower cost neighborhoods currently allow for more cultural and economic inclusivity. Striking the neighborhood character language will lead to a generic town, without character, without a sense of place. In other places, drastic changes such as an increase in high density housing has resulted in increased housing costs and economic disparities with displacement, congestion, lack of parking, loss of sense of place, etc. The neighborhoods make Olympia special. The proposed language which would eliminate a sense of place and character serves only to make things more convenient for developers to degrade neighborhoods in favor of cheaply made generic housing.

Do not remove “a sense of place” and “neighborhood character/character of the neighborhood/established neighborhoods” from the comprehensive plan.

Any changes should NOT ignore any sense of any sense of place, unique assets, architecture, or livability standards in a neighborhood. In fact, the proposed changes which remove to this definition severely limits any defense a neighborhood has to maintain reasonable parking, building sizes and style, traffic, noise, and other impacts on quality of life and uniqueness.

Again, do not eliminate the “sense of place” and “neighborhood character/character of the neighborhood/established neighborhoods” language in the comprehensive plan.

Additionally, please provide public notice to all property owners to ensure that everyone knows about proposed changes.

Sincerely, Ellen

1212 Olympia Ave NE

Sent from [Mail](#) for Windows 10

**From:** [marti walker](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Comp Plan Amendments  
**Date:** Tuesday, July 13, 2021 9:42:24 AM

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

The purpose of this email is to oppose the proposed revisions to the Comprehensive Plan as it relates to the terms neighborhood character and sense of place. These terms should remain in the Comprehensive Plan as defined by the Plan's current glossary.

Martha Walker  
619 Central St SE  
Olympia, WA

**From:** [kelleymannon@comcast.net](mailto:kelleymannon@comcast.net)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [carlos@ci.olympia.wa.us](mailto:carlos@ci.olympia.wa.us); [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** LBA Woods  
**Date:** Wednesday, July 14, 2021 8:48:07 PM

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Dear elected City Council Planning officials,

As a resident of neighboring Newcastle neighborhood, I am writing today urging you to remove the text about the extension of Log Cabin Road between Boulevard and Wiggins Roads and to take the future street connections shown in the area of LBA Woods off of the Transportation 2030 Maps included in the Transportation Chapter of the Comprehensive Plan. When Olympia acquired LBA Woods as a park, it was such a win for the city and greater community. Walking through and around the woods, we see deer and other wildlife; hawks and eagles soar overhead. There is no need for a road here. In fact, putting a road through the park would devalue the amazing acquisition that the City made several years ago. It was meant to be a park. It was meant to be green space. Please leave it as such.

Thank you,  
Kelley Mannon  
Newcastle neighborhood homeowner

**From:** [Oly CNA](#)  
**To:** [Joyce Phillips](#)  
**Cc:** [Melissa Allen](#)  
**Subject:** Suggested Changes from the CNA working group on Neighborhood Character  
**Date:** Thursday, July 15, 2021 2:53:16 PM

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It was the group's consensus that some changes to your proposed additional bullet is worthy. Please let me know if you would like to discuss further. -- Thanks.

Suggested Revisions

*"Our community defines "neighborhood character" as to include accessible, sustainable, and culturally inclusive neighborhoods.*

- *Accessible: Includes ADA compliancy, multi-mobility, and housing affordability.*
- *Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.*
- *Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians past and present.*

*Added Bullet*

*Neighborhood character is an amalgam of various elements that give a neighborhood its distinct "identity." Neighborhood characteristics are not stagnant and will change over time. Consideration of neighborhood character will vary by the unique features of a neighborhood and includes its physical, social and economic attributes that contribute to its sense of place and identity. These elements may include a neighborhood's land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parking, parks and open space, provision of City utilities, street grids and connections, and street trees.*

*The City will balance its goals and policies by considering potential impacts to the unique geography, character or historical context of a residential neighborhood to provide the best outcome for the community as a whole.*

--

Larry Dzieza, Chair  
CNA  
[cna.olympia@gmail.com](mailto:cna.olympia@gmail.com)

**From:** [Jean Meyn](#)  
**To:** [Joyce Phillips](#)  
**Subject:** NO road through LBA Park; YES Council Amendment  
**Date:** Friday, July 16, 2021 8:53:00 PM

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

City Planner Phillips: (I sent the following to each Commissioner member) --

"I live near LBA Park, one block from the corner of 22nd Avenue and Cain Road. I strongly object to breaking up LBA woods. We have so little undeveloped, accessible public land left in Olympia, we and the wild animals cannot afford to lose the precious amount we have left. Getting to another part of town by a more direct route is not worth the sacrifice.

Not that long ago, we citizens voted to preserve as much public park land as possible. This proposal is contrary to the intent of that ballot measure and a betrayal to us members of Olympia.

So, for now, please vote to finalize The City Council's Amendment that removes the Log Cabin Extension from Comprehensive Plan maps and text and substitutes the provision of a study in 10 years to examine the need for street connections in the SE area."

Thank you for your public service as City Planner,  
Jean Meyn, Olympia area resident for 40+years  
1934 Parkwood Dr SE, 98501

**From:** [Julie Schaeffer](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Comp Plan Revisions  
**Date:** Monday, July 19, 2021 10:43:34 AM

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External Email Alert!

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Great photo examples. Very helpful to explain the issues.

**From:** [Ellen Silverman](#)  
**To:** [Joyce Phillips](#)  
**Cc:** [CityCouncil](#); [Jay Burney](#); [Keith Stahley](#); [Leonard Bauer](#)  
**Subject:** Re: Comprehensive Plan Definitions  
**Date:** Monday, July 19, 2021 10:56:31 AM

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Thank you Joyce, I appreciate your looping back with me.

**What I am suggesting is that any new definition should retain language about new construction approximating the size, scale, and architecture of the existing neighborhood. In established neighborhoods, historic properties, historic plaque or not, should be preserved, and unique characteristics creating a sense of place should be kept.**

**Other factors that affect quality of life should also be considered, like sidewalks, traffic and parking, views, noise, ample daylight and little night-time light pollution, runoff/flooding, ensuring that there are trees and natural ground cover throughout the neighborhoods—not just in parks. There are other issues that should be considered such as out-of-proportion housing compared to nearby established housing....**

**Additionally, I am concerned that the proposed language paves the way for developers and corporations to take over our neighborhoods reducing home/property ownership as well as concerns listed above.**

**Thank you,  
Ellen**

On Jul 13, 2021, at 2:46 PM, Joyce Phillips <[jphillip@ci.olympia.wa.us](mailto:jphillip@ci.olympia.wa.us)> wrote:

Hi, Ellen.

Thank you for taking the time to provide comments on the proposed amendments to the Comprehensive Plan. I have added your comments to the project file and will share your comments with the Planning Commission prior to the public hearing. All comments received will also be shared with the City Council once the Planning Commission recommendation is forwarded to the City Council for consideration, which will probably occur in October.

Please note that the existing references to character, neighborhood character, and sense of place used throughout the Plan are proposed to remain in place. The proposed language is in addition to the existing references.

I wanted to let you know that the public hearing on the proposed Comprehensive Plan Amendments is scheduled for August 2, 2021. The Planning Commission meeting will begin at 6:30 p.m. Because you provided comments, I have added you as a "Party of Record"

for these amendments and will email you a copy of the public hearing notice with the details for how to participate. You should receive the notice Thursday or Friday of next week.

Please feel free to contact me if you would like to discuss these proposed amendments in more detail. You can also review the proposed language and see the general review process for Comprehensive Plan Amendments on the City's webpage at [olympiawa.gov/compplan](http://olympiawa.gov/compplan).

Joyce

Joyce Phillips, AICP, Principal Planner  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.570.3722 | [olympiawa.gov](http://olympiawa.gov)

**Note: Emails are public records, and are potentially eligible for release.**

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**From:** Ellen Silverman <[Ellen\\_Silverman@msn.com](mailto:Ellen_Silverman@msn.com)>  
**Sent:** Monday, July 12, 2021 5:19 PM  
**To:** Joyce Phillips <[jphillip@ci.olympia.wa.us](mailto:jphillip@ci.olympia.wa.us)>; CityCouncil <[citycouncil@ci.olympia.wa.us](mailto:citycouncil@ci.olympia.wa.us)>  
**Subject:** Comprehensive Plan Definitions

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I am writing to voice my concerns about proposed definition amendments to the comprehensive plan. In order to ensure a vibrant, inclusive, and livable Olympia, I strongly urge you to not eliminate "a sense of place" and "neighborhood character/character of the neighborhood/established neighborhoods".

The proposed additional language changes, while laudable for inclusion of very important considerations, should be **added** rather than allow for the elimination of important language about neighborhood character.

Because of the diversity in housing, our lower cost neighborhoods currently allow for more cultural and economic inclusivity. Striking the neighborhood character language will lead to a generic town, without character, without a sense of place. In other places, drastic changes such as an increase in high density housing has resulted in increased housing costs and economic disparities with displacement, congestion, lack of parking, loss of sense of place, etc. The neighborhoods make Olympia special. The proposed language which would eliminate a sense of place and character serves only to make

things more convenient for developers to degrade neighborhoods in favor of cheaply made generic housing.

Do not remove *“a sense of place”* and *“neighborhood character/character of the neighborhood/established neighborhoods”* from the comprehensive plan.

Any changes should NOT ignore any sense of any sense of place, unique assets, architecture, or livability standards in a neighborhood. In fact, the proposed changes which remove to this definition severely limits any defense a neighborhood has to maintain reasonable parking, building sizes and style, traffic, noise, and other impacts on quality of life and uniqueness.

Again, do not eliminate the *“sense of place”* and *“neighborhood character/character of the neighborhood/established neighborhoods”* language in the comprehensive plan.

Additionally, please provide public notice to all property owners to ensure that everyone knows about proposed changes.

Sincerely, Ellen

1212 Olympia Ave NE

Sent from [Mail](#) for Windows 10

**From:** [Brenda Paull](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** LBA Park Comprehensive Plan amendment  
**Date:** Wednesday, July 21, 2021 8:35:42 AM

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I am writing regarding the proposed road through LBA Park. This is a very bad idea. This park is an Olympian treasure and must be preserved for future generations. My husband and I walk on the park's trails very often and enjoy the quiet beauty, the magnificent trees and the various wildlife therein.

I urge you to approve the Olympia City Council's amendment to the Comprehensive plan. Please change the default setting from "we plan for a road to be built" to "we'll study if one is needed 10 years from now." Please let no road ever be built through the LBA woods.

Thank you for your kind attention to this very important matter.

Yours truly,

Brenda Paull  
2310 Woodfield Loop SE  
Olympia 98501

**From:** [Mre](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Road through the LBA Wood  
**Date:** Thursday, July 22, 2021 10:56:52 AM

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This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

To all of you on the Olympia City Council and Planning Commission

The time is now to protect the future of LBA park. I am asking you to vote for removing the road from all future plans.

Protecting the environment and preserving the existing land is one more critical piece of local environmental protection. The aggressive development of previously open spaces in Thurston County must be mitigated in order to protect the quality of life here.

Please vote to protect LBA as well instruct your staff to work diligently to have the Log Cabin Road extension removed from the regional transportation plan or any other plan it appears in.

You vote and support matters.

Thank you,

~~~ Marie Schneider  
5049 Viewridge Dr SE, Olympia, WA 98501  
520 548 4347

**From:** [Oly CNA](#)  
**To:** [Joyce Phillips](#); [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejadi](#); [Cari Hornbein](#)  
**Cc:** [Melissa Allen](#)  
**Subject:** CNA Recommended and Suggested Changes to "Neighborhood Character"  
**Date:** Thursday, July 22, 2021 1:52:02 PM

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The following is the result of the CNA Neighborhood Character committee's work on the subject.

**Recommendation**

The CNA expresses concerns about the Council's proposed definition that would leave out important aspects and utility of the concept. As the suggested change proposed by Planning staff recognizes, there are additional factors that contribute to neighborhood character.

The committee met to work on the language for a proposed recommendation. That recommendation is to modify the Council wording and place it in the Values and Vision section of the Comprehensive Plan as follows:

*Our community values defines “neighborhood character” as accessible, sustainable, and culturally inclusive neighborhoods. These are defined as:*

- *Accessible: Includes ADA compliancy, multi-mobility, and housing affordability.*
- *Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.*
- *Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians past and present.*

The committee felt the CNA's recommended change achieved the goal of recognizing the Council's proposed definition did not provide guidance about what attributes distinguish one neighborhood from another. Instead, the Council's definition spoke to the city as a whole about what all Olympians value and should be placed in the "Values and Vision" section of the Comprehensive Plan.

The Committee also suggested that the additional bullet proposed by staff be modified and placed in the Land Use and Urban Design section of the Comprehensive Plan. Starting with the specifics in Joyce Phillips' proposed bullet as the base, the committee suggested modifications to add more specificity regarding

what attributes should be among those included in consideration of “neighborhood character”.

The committee suggested the following:

(Note: The existing Comp Plan language, before and after proposed addition, is shown below to provide helpful context).

*Olympia was once a port-oriented community with a central business district and compact single-family neighborhoods. Now, its land-use pattern is more suburban, with commercial development taking place outside of downtown, and lower-density neighborhoods with fewer street connections. Over the next 20 years, as Olympia becomes a more urban place, the pattern of land use and design of urban areas will change as we accommodate an expanding population while retaining our community’s character and heritage.*

*Neighborhood character is an amalgam of various elements that give a neighborhood its distinct “identity.” Neighborhood characteristics are not stagnant and will change over time. Consideration of neighborhood character will vary by the unique features of a neighborhood and includes its physical, social and economic attributes that contribute to its sense of place and identity. These elements may include, for example, a neighborhood’s land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parking, parks and open space, provision of City utilities, street grids and connections, and street trees.*

*The City will balance its goals and policies by considering potential impacts to the unique geography, character or historical context of a residential neighborhood to provide the best outcome for the community as a whole and consistent with our values. (Read more in the Community Values and Vision chapter).*

*This Plan envisions gradually increasing densities in Olympia accompanied by attractive streets and buildings arranged for the convenience of pedestrians. The location, mix and relationship of land uses to each other and to our streets will be crucial as will be the character of commercial and residential areas, parks, and open spaces. The Plan envisions new development that will reinforce the community’s identity, urban design preferences, and historic form. Selected major streets will gradually transform into attractive, higher density, mixed residential and commercial “urban corridors” with frequent transit service.*

Thank you for the opportunity to share our input.

--

Larry Dzieza, Chair

CNA

[cna.olympia@gmail.com](mailto:cna.olympia@gmail.com)

**From:** [SUE RUDISILL @ MIKE STAPLETON](mailto:SUE.RUDISILL@MIKE.STAPLETON)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** LBA Woods  
**Date:** Thursday, July 22, 2021 5:18:34 PM

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

To Members of the City of Olympia's Planning Commission:

Please stop the road through the LBA Woods. If nothing else, this pandemic has illustrated how incredibly important our woodlands and park areas are to the health of the human spirit. This road is not needed, and will not be needed in the future. These woodlands are precious spaces where people can play and relax, getting a break from the city and experiencing the natural environment. Medical science has proven that humans who get out into nature are healthier, more in balance mentally and emotionally, and they live longer.

These woods provide habitat for wildlife, flora and fauna, insects—amazing beings whose presence balance the ecosystem and keep it whole. A road running through this space will destroy this equilibrium, exterminating various life forms that call this woods home. You cannot allow this to happen; Olympia should be leading the way to create more green spaces, more wild lands, not destroying the ones we have.

Please pass legislation that will permanently stop any roads through LBA Woods, a precious space loved and appreciated by many people. Future generations should be able to bring their children to these woods. Do the right thing.

Sincerely,

Dr. Amanda Sue Rudisill  
P.O. Box 13196  
Olympia, WA 98508

[Stapleton23@q.com](mailto:Stapleton23@q.com)  
360-352-0599

**From:** [Jana Gedde](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** No road through LBA Woods!  
**Date:** Friday, July 23, 2021 10:10:10 AM

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External Email Alert!

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I'd like to voice my opinion about the possible Log Cabin Extension Road through the LBA Woods- No, please!! The extension is not necessary and would have a huge environmental impact on the area, as well as disrupting the enjoyment of the many people and pets who frequent it. Vote Green!!! Thanks.

Jana Gedde

Sent from my iPhone

**From:** [Stacy](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Cc:** [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Stop the Road Through LBA Park  
**Date:** Friday, July 23, 2021 11:32:56 AM

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**External Email Alert!**

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To All on the City Planning Commission,

I am a 20 year resident of Olympia and live in the Nottingham neighborhood off Log Cabin Road in east Olympia. I am strongly *against* building a road through the beautiful LBA woods. I truly believe this is a decision which will have longing negative effects for not only the residents in this area but also scar a beloved natural resource for our city.

I walk the trails in LBA park every day with my two labradors. We enjoy this wonderful natural park for its beauty and also its size. I walk a variety of trails to change up my route every day. If a road is raked through the middle of the woods, the natural home for native plants and animals will never be the same. Climate change is real, and these woods are a priceless resource for our community to enjoy.

A road cannot be undone.

These woods are hanging in the balance. I urge you to **remove the plan for a road off of the Comprehensive Plan** and readdress the issue in 10 years.

For the love of Olympia,

Stacy Waterworth

**From:** [Casey Schaufler](#)  
**To:** [Joyce Phillips](#); [Sophie Stimson](#)  
**Cc:** [Nicole Floyd](#)  
**Subject:** Log Cabin Road Extension Project - Citizen Objection  
**Date:** Monday, July 26, 2021 8:28:11 AM

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Good morning, Joyce and Sophie –

I received a planning counter customer call from Mr. Merlin Smith last Friday who wanted to express his objection on the record to the Log Cabin Connection project. He indicated he received or saw public notice posting for an upcoming hearing, but I am not sure who to route his concern. Nicole Floyd indicated you both might be the appropriate contacts for this project. If either of you aren't the correct person for tracking this, please let me know.

He didn't request a call back, but he is located at 2712 Log Cabin Road and can be reached by phone at 360-789-1937. The basis for his objection is that he doesn't want to see changes to the park and increased traffic in areas where children play.

Thank you and kind regards,  
Casey Schaufler | Assistant Planner  
City of Olympia | Community Planning and Development  
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967  
360.753.8254 | [cschauf@ci.olympia.wa.us](mailto:cschauf@ci.olympia.wa.us)

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Stop the Log Cabin extension through LBA Woods  
**Date:** Tuesday, July 27, 2021 8:44:23 AM  
**Attachments:** [Black Hills Audubon Comment on Log Cabin Road Extension final.docx](#)

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FYI

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**From:** Robert Wadsworth <[rwadsrk@gmail.com](mailto:rwadsrk@gmail.com)>  
**Sent:** Monday, July 26, 2021 4:48 PM  
**To:** Tammy Adams <[tadams@ci.olympia.wa.us](mailto:tadams@ci.olympia.wa.us)>; Rad Cunningham <[rcunning@ci.olympia.wa.us](mailto:rcunning@ci.olympia.wa.us)>; Paula Ehlers <[pehlers@ci.olympia.wa.us](mailto:pehlers@ci.olympia.wa.us)>; Carole Richmond <[crichmon@ci.olympia.wa.us](mailto:crichmon@ci.olympia.wa.us)>; Aaron Sauerhoff <[asauerho@ci.olympia.wa.us](mailto:asauerho@ci.olympia.wa.us)>; Candi Millar <[cmillar@ci.olympia.wa.us](mailto:cmillar@ci.olympia.wa.us)>; Cari Hornbein <[chornbei@ci.olympia.wa.us](mailto:chornbei@ci.olympia.wa.us)>  
**Subject:** Stop the Log Cabin extension through LBA Woods

**External Email Alert!**

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Members of the Olympia Planning Commission

Attached is the statement that Black Hills Audubon submitted to the City Council last January opposing the Log Cabin road extension through LBA Woods.

Retaining the road as part of the Comprehensive Plan only encourages others to assume the road will one day be built. The road would cause great damage to one of Olympia's great treasures, the LBA Woods. We urge you to remove the road from the plan.

Robert Wadsworth  
Black Hills Audubon

Preview attachment Black Hills Audubon Comment on Log Cabin Road Extension.docx



A Washington State Chapter of the National Audubon Society  
P.O. Box 2524, Olympia, WA 98507  
(360) 352-7299 [www.blackhills-audubon.org](http://www.blackhills-audubon.org)

*Black Hills Audubon Society is a volunteer, non-profit organization of more than 1,300 members in Thurston, Mason, and Lewis Counties whose goals are to promote environmental education and protect our ecosystems for future generations.*

**January 28, 2021**  
**Olympia City Council Members**

**Black Hills Audubon Society urges the City of Olympia to remove the Log Cabin extension road through the LBA Woods from its long-term plans.**

**Why Black Hills Audubon opposes construction of this road:**

**Why the park?** A primary reason for the City's acquisition of LBA Woods was to provide a retreat for wildlife in an urban area. The park's forest and shrublands are rich in birdlife with at least 78 species identified. The woods provide habitat for winter migratory songbirds, summer migratory nesting birds and a large number of year-round residents.

**Recent changes.** Since the park's purchase, a 5-acre area was cleared of all vegetation for a water tank and access road. Soon work is likely to begin to clear and build high-density housing in a 10-acre shrubland which supports the greatest concentration of birds in the park. The relentless march of urbanization and industrialization of the landscape make the remaining natural parcels such as the LBA Woods ever more critical. Such parcels in an urban setting not only serve as a refuge for wildlife but also provide visitors an escape into the natural world. Plans to build the Log Cabin Extension road through the middle of the Woods is the next insult to this preserve. Though the current projection is that the road wouldn't be built for another 20 years, this is deceptive because other players will develop their plans on the assumption that the road will, in fact, be built. At that point there will be no turning back. The road will be built.

**Impacts to birds.** A road through a forest has many impacts, some more visible than others. Bird populations often bear the brunt of impacts. Birds are already suffering from the effects of climate change and habitat conversion. The online interactive document by the National Audubon Society, *Survival by Degrees: 389 Bird Species on the Brink*, published in 2014, points to a number of birds found in the LBA Woods that are at risk from climate change.

**Road impacts to wildlife habitat.** A natural area is one that has a minimum of human manipulation. Such areas are increasingly more difficult to find and when an existing natural area is degraded through human activities, society suffers. From various research sources we can identify a number of risks of damage to an ecosystem due to a traversing road. This damage can extend hundreds of yards into the adjacent forest in the following ways:

- Partitions the habitat. A number of forest bird species depend on a contiguous woodland for their foraging and nesting activities. A road that breaks up a contiguous woodland threatens those species dependent on being away from a forest edge. Some bird species

have not evolved strategies to deal with outside predators, such as crows and jays, that raid their nests, or cowbirds which lay their own eggs in other bird nests resulting in a loss of the other bird's offspring.

- Provides entry points for non-native plants and animals that would not normally be inside a forest. Not only do these plants and animals become established along the road edge but they encroach into the center of the forest. Wildlife have evolved in conjunction with native plants and insects. Invasive species disrupt this relationship by replacing native foods with incompatible foods.
- Blocks animal travel routes – animals ranging from frogs and other amphibians to deer and other large mammals follow travel routes through the forest. Cut off by a new road, their travel is interrupted and vehicle collisions increase.
- Disrupts water flow – during heavy rainfall water drainage follows many paths that could be interrupted by a road. Often, the solution is to install culverts that channel the water but this also concentrates the flow to create backups and other disruption to water flow.
- Increases pollution and noise. Motor vehicles emit noise and pollution which change the environment of the surrounding animals and plants.
- Affects the surrounding temperature, wind, humidity. Paved roads heat up and affect the surrounding atmosphere which in turn creates adverse conditions for existing animals and plants.
- Opens a wind corridor making trees along a road more susceptible to windthrow.
- Lighting by street lamps changes the day length perceived by surrounding animals and plants. Day length is essential in regulating the seasonal growth and reproductive patterns of plants and animals. Migratory birds can lose their way when road lighting competes with starlight to guide them. Plants can start growing early in the spring become more susceptible to late frosts. Nocturnal animals such as owls and mammals have their activities disrupted by the additional night lighting.
- Reduces nesting success along road. Birds that nest near the road now face all the impacts described in this document including an altered habitat and probability of vehicle collision, particularly with young animals, not experienced with moving vehicles.

**Road Impact to/from humans.** Humans using the new road or park trails also suffer from the combination of impacts of a road through a forested area. Following are some of these:

- Vehicle collisions with animals attempting to cross the road ranges from major damage to vehicle and occupants from collisions with deer to the anguish of having killed a fox or raccoon. Examples of high incidence of vehicle/wildlife collisions include
  - Priest Point Park – needed to put up an otter crossing sign, apparently triggered by past collisions.
  - Evergreen Parkway -- surrounded by forest, has collisions and near misses with deer, possums, coyotes, foxes and raccoons.
  - Henderson Blvd through Watershed park -- is another site of animal-crossing collisions and near misses.
- Increased noise and smell from vehicles – disruption of the peace and quiet while taking a walk through the woods.
- Danger to walkers close to the road – increased danger from sharing space with fast moving motor vehicles and bicycles while awaiting to cross to trails on the other side.

- More difficult access to park trails from one side of the road to the other– current trails cross the various road rights of way. Park users would be faced with crosswalks, or the city would need to build bridges, such as at Priest Point Park. By contrast the west side of Watershed Park is essentially unused because of Henderson road bisecting the park.
- Establishment of homeless camps – roads through forests are a magnet for homeless camps. Examples include the Woodland Trail and Deschutes Parkway.
- Greater access by criminals – a road through a park provides multipoint access which increases the risk of quick entry and escape by criminals.

Sincerely,

Robert Wadsworth, Director of Avian Science

A handwritten signature in cursive script that reads "Sam Merrill". The signature is written in black ink and is positioned below the typed name of Robert Wadsworth.

Samuel Merrill, Chair of Conservation Committee

**From:** [STEPHEN GEAR](#)  
**To:** [Rad Cunningham](#); [Tammy Adams](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** LBA Woods - protect our wild spaces plea  
**Date:** Tuesday, July 27, 2021 7:48:06 PM

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**External Email Alert!**

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Dear City Of Olympia Planning Commission Members

I am writing this email to plead with you to not approve the connector road through the existing LBA woods. I have been a frequent (twice weekly) user of this space since moving to Olympia in 2003. There are too few wonderful natural areas in our city and this space is a particular gem. Splitting it with a road would destroy the space and represent a tragic loss to the community. As an avid mountain biker I have often thought how this space could be developed as a bike trail park to rival those in Tacoma, Gig Harbor, Port Orchard, Black Diamond and Issaquah. I travel to at least those trail parks once a week and I would love to see an equitable bike park built in Olympia. Olympia is a great place to live and we all need to do our part to protect the things that make living here so special. This email is my contribution to that effort and I hope you can all do the right thing to represent not just your constituents but also your families if they also live in Olympia.

Sincerely,

Stephen Gear

5744 Red Alder Dr NE

Olympia 98516

**From:** [Maria Ruth](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Comprehensive Plan  
**Date:** Friday, July 30, 2021 12:50:11 PM

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**External Email Alert!**

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Greetings—

I am writing to express my support of the proposed Comprehensive Plan Amendment to remove the Log Cabin Extension Road (aka Log Cabin Connector) from the Comprehensive Plan.

While the 2017 City of Olympia's purchase of the right-of-way for this proposed road was discrete from the purchase of the LBA Woods as public parkland, the only real merit to including this road in any current or future plans is to avoid breaking a promise made between Olympia and Lacey.

This promise, made to accommodate increasing vehicular traffic between the two municipalities may have made sense on paper, back in the 1990s when the reality of climate change impacts was unimagined.

In the four years since the purchase of the LBA Woods as parkland, the negative impacts of climate change have become a daily reality. The loss of several acres of closed-canopy mature native forest goes against current science showing the existential need for such forests—the trees, understory, and soil--to sequester carbon, produce oxygen, store water, reduce flooding, cool and purify the air. Doubly insulting is the total clearing of this native forest required by this proposed project *and* the paving over of the soil that would otherwise nurture future forests and protect wildlife.

The goals of the *Thurston Climate Mitigation Plan* clearly support retaining forest cover and supporting public and carbon-free transportation options and infrastructure. Keeping the Log Cabin Extension Road out of the Comp Plan is a sign that the City of Olympia is serious about reducing the impacts of climate change.

Thank you for considering my comments.

Gratefully,

Maria M. Ruth  
Olympia WA

**From:** [John Van Eenwyk](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Road through LBA Woods  
**Date:** Saturday, July 31, 2021 2:32:26 PM

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**External Email Alert!**

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Please approve the amendment that halts the planned construction of a road through LBA woods. LBA woods is a priceless addition to green spaces in Olympia. We are all aware that what few greens spaces now exist are rapidly being developed. Please do not allow a road through LBA woods.

--

The Rev. Dr. John R. Van Eenwyk  
PO Box 1961  
Olympia, WA 98507

sent from my antediluvian computer

**From:** [jhawk@gglbbs.com](mailto:jhawk@gglbbs.com)  
**To:** [Candi Millar](#); [Aaron Sauerhoff](#); [Carole Richmond](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Stop the Road!  
**Date:** Saturday, July 31, 2021 2:50:19 PM

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**External Email Alert!**

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Hello all,  
I wanted to make sure I've registered my strong support for **stopping** the road plan through LBA Woods.

I was active in helping stop the Trillium and Bentrige developments so we could HAVE a beautiful uninterrupted stand of forest in our urban setting...with trails, wildlife habitat, shade, stormwater retention, sequestration, play, and pleasure.  
Now, we MUST not bisect and devastate that park with a road.

The water tower really did a lot more damage than I'd hoped, and it's unfortunate.  
A road is simply unacceptable~~at a time when we do not need it, the need for it has changed dramatically, and to keep this in the plan is 180 degrees in the wrong direction.

Thank you for doing the right thing on Monday....and voting to **change the default setting from "we plan for a road to be built" to "there is no road planned but we'll study if one is needed 10 years from now"**.

Cheers,

JJ Lindsey  
Olympia

**From:** [Juliet VanEenwyk](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Please no road through LBA woods  
**Date:** Sunday, August 01, 2021 12:48:20 PM

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**External Email Alert!**

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Dear Members of the Planning Commission,

I urge you to Approve the City Council's amendment to the Comprehensive Plan that would change the default "we plan to build a road through LBA Woods" to "we'll study if a road is needed 10 years from now."

I urge this action for three reasons.

- 1) Our quiet places are rapidly disappearing and with that our quality of life deteriorates as well. A walk through the woods in relative quiet is a markedly different experience from a walk through the woods with the sounds of traffic whizzing by. LBA Woods is one of the few places left in Olympia where such a walk is possible.
- 2) A road will disrupt what little habitat is left for the earth's dwindling species diversity.
- 3) Roads do not solve the problem of single occupancy vehicle transportation glut and associated air pollution. Increased public transportation to serve new and existing development on existing roads is the answer.

Thank you for considering removing the road from the Comprehensive Plan.

Yours sincerely,

Juliet Van Eenwyk  
4440 Frontier Dr. SE  
Olympia, WA 98501

**From:** [Mark Teply](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Cc:** [LD](#)  
**Subject:** Please approve the City Council's amendment to remove the Log Cabin Road Extension  
**Date:** Sunday, August 01, 2021 3:05:39 PM

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**External Email Alert!**

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Commission Members...

Please approve the Olympia City Council's amendment to remove the Log Cabin Road Extension from the City's Comprehensive Plan.

Over the past year or so I've provided I-don't-know-how-many public comments to the City Council that cover a range of concerns--those about process, the need for a new road, impacts to the environment, assumptions that had been used to make earlier decisions, etc. Many were specific. These, and those provided by others concerned with the road, are in the public record and I encourage you to review them lest we rehash and backslide into unproductive debate. To their credit, the Council listened and voted to amend the plan, removing the Log Cabin Extension.

Now, I hope you support this amendment because, for me, it would further signal hope that leaders are looking into the future to bend the arc of pollution and destruction that, arguably, has led us to the point we are today. Heat bubbles--who would have thought? Fifty years ago, I recall such predictions from a growing environmental movement, painting orange- and black-tinted dioramas of desolation. Nutjobs? That's how they were portrayed and we were lulled into an "everything will be okay" mindset. Well, here we are. I wish we had listened. We still have time.

We've given you many reasons to push back on the Log Cabin Extension. They may have seemed to some to have been backyard, self-centered promotion of neighborhood interests. That's inaccurate. Instead, they reflect this larger global thinking. Isn't that how real global change happens? Locally? Where we live? That's where our opposition to the road has root.

Frankly, I'd hope others in the community would speak up about road plans in their neighborhoods. The Comprehensive Plan uses "build" 51 times in the Transportation section--is that really the direction we should be focused on? So, even with this amendment, there is still work to do to bend the arc. But removing the Log Cabin Road Extension would be a great start.

Please approve the amendment to remove the road from your plans.

Thank you.

**Mark Teply**

markteply@msn.com

360-915-3480

**From:** [Stephen Daniels-Brown](#)  
**Subject:** Please remove road through LBA Woods from comp plan  
**Date:** Sunday, August 01, 2021 7:27:36 PM

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**External Email Alert!**

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Hello:

My thanks to each of you for your public service and your thoughtful approach to planning for our city and transportation future.

I would like to encourage you to support an amendment that would remove the proposal to build a very expensive road through LBA woods from the comprehensive plan. We live in Olympia for its unique natural settings. Cutting a new transportation corridor through the middle of it would be a big loss for our community and the great work that has been done previously by the city to preserve this jewel.

If we wanted to live in a Lacey type atmosphere, we would move there. Please retain the unique qualities of the quiet neighborhoods that surround this area by opposing a road through LBA Woods.

Thank you for your consideration.

Stephen Daniels-Brown  
2516 Cedar Park Loop SE  
Olympia

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**From:** [Raul Silva](#)  
**To:** [Candi Millar](#); [Aaron Sauerhoff](#)  
**Cc:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Please stop the road through LBA Park/Log Cabin Road Extension  
**Date:** Monday, August 02, 2021 8:11:56 AM

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**External Email Alert!**

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Hello Ms. Millar,

As a resident and avid user of our beautiful LBA Park and woods, which is one of the few serene and greenscape preserves in our area that is accessible to people of all ages, religions, genders and ethnicity, there are few communities in our area that are blessed to have such a beautiful and accessible greenspace available. You see, all the wildlife and nature request in return for enjoying a few moments in their environment is to have people to act as their stewards and preserve their environment, we all have grown to thoroughly enjoy. You can not walk out of the woods without being de-stressed and decompressed from our daily routines.

It is for these reasons that I am asking for your assistance to pursue the Log Cabin Road extension amendment to the City's Comp Plan that was proposed on February 9, by the City Council's leadership.

Removing the commitment to build the log cabin extension road through the LBA Park from the Comp Plan and instead, add revised language that would allow for a feasibility study of a road in 10 years, would enable our community to continue to enjoy the woods and wildlife within the LBA park, as nature originally intended.

Therefore, I would appreciate your efforts to pursue the language amendment as recommended by the City Council in revising the City's Comp Plan.

Respectfully,  
Raul Silva

4022 Patrick Ct Se  
Olympia, WA 98501

**From:** [jandsoly@aol.com](mailto:jandsoly@aol.com)  
**To:** [Joyce Phillips](#)  
**Subject:** LBA Woods road  
**Date:** Monday, August 02, 2021 9:12:33 AM

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**External Email Alert!**

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Mr. Phillip

The southeast portion of Olympia continues to grow and human density is increasing. The LBA woods provides a respite for humans, pets, wildlife and recreation in this congested world. Please vote to keep this area free of any road. That would be a wonderful legacy gift for the future. Thank you.

Sonya Smith-Pratt  
2515 Morse Ct SE  
Olympia 98501  
360-790-8774

**From:** [Karen Messmer](#)  
**To:** [Aaron Sauerhoff](#); [Candi Millar](#); [Carole Richmond](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#)  
**Cc:** [Joyce Phillips](#)  
**Subject:** Comments for August 2, 2021 Hearing on Comprehensive Plan Amendments  
**Date:** Monday, August 02, 2021 12:45:39 PM  
**Attachments:** [Log Cabin Comp Plan Amendment Attachment Reasons 11 20 2020.pdf](#)

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**External Email Alert!**

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Planning Commission members, (the ones I have city email addresses for)

I am submitting the attached document that details the reasons for removing Log Cabin Road from the Comprehensive Plan text and maps. This document was submitted as part of the preliminary application process when this was a citizen requested amendment. The City Council decided to make the amendment proposal their own, so the earlier documents were not part of your preparation materials. These are being submitted as my personal comments for why the amendment should be approved.

You will find a detailed description for each of the following topics.

- It is timely to remove the road from the plan.
- The value of parks increases as our population grows denser.
- The park, trails and wildlife habitat will be degraded.
- Planning the road ignores climate emission reduction needs.
- The park is valuable for climate sequestration and for wildlife habitat.
- Land use has changed since this road was planned.
- An alternate route is available.
- Funding for this road is not forthcoming and removal avoids costs.
- There is a lack of capacity west of Boulevard Road.
- The road would go through the Wellhead Protection Area for Olympia water supply, Hoffman Well.

Thank you for your service on Planning Commission.

Karen Messmer

--

Karen Messmer  
360-357-8364

"Never doubt that a small group of thoughtful, committed citizens can change the world; indeed, it is the only thing that ever has."  
-Margaret Mead

# **Preliminary Comprehensive Plan Amendment Supplemental Information**

**November 20, 2020**

## **Reasons for No Roads in LBA Park**

Topics – (underlined as titles in text below)

It is timely to remove the road from the plan.

The value of parks increases as our population grows denser.

The park, trails and wildlife habitat will be degraded.

Planning the road ignores climate emission reduction needs.

The park is valuable for climate sequestration and for wildlife habitat.

Land use has changed since this road was planned.

An alternate route is available.

Funding for this road is not forthcoming and removal avoids costs.

There is a lack of capacity west of Boulevard Road.

The road would go through the Wellhead Protection Area for Olympia water supply, Hoffman Well.

### **It Is Timely To Remove The Road From The Comprehensive Plan.**

The landscape in this geographic area of Olympia has changed—literally and figuratively. When the Log Cabin Extension first appeared on regional transportation plans in the 1990s, the LBA Woods was slated to be cleared for 800-1000 homes. The developers of the Bentrige and Trillium parcels were expected to directly bear the cost of this roadway extension for most of its distance. And these developers were expected to pay approximately \$3 million in transportation impact fees to assist the City with its share of the project costs. These homes will not be built, these fees will not be paid, and this traffic will not be generated.

Now, instead of moving automobile traffic through a heavily developed landscape, the proposed transportation corridor would move traffic through the heart of 133 acres of mature upland forest that is now public park land. The 800 to 1,000 housing units are expected to be built elsewhere in the City, generating traffic issues in those other areas.

It is important to remove this project sooner, rather than later. The longer the project is in the plans, the more investments will be made assuming it will be built and more difficult to stop. As long as it is a possibility, the city may be less motivated to invest in needed improvements along Morse-Merryman Road.

We know that building more roads induces (encourages) more driving. As Thurston Regional Planning Council Director, Marc Daily, said during a Sept. 15, 2020 meeting of the Thurston County Transportation Policy Board, “We cannot build our way out of congestion.... Adding capacity temporarily helps things but in the long term, it induces demand therefore it gets more people out on the roadway.” Traffic planners need to start planning for a world with no road through LBA Park

### **The Value Of Parks Increases As Our Population Becomes Denser.**

When the site was to be used for an 800-1000-unit development, the road was perhaps necessary and valuable. A “plus sign” in terms of value. But now, because the development has been scrapped, and people taxed themselves to buy the site as a park, the road is a huge “minus sign” subtracting from the value of the Park.

What Moves You is the title of the 2045 Thurston Regional Transportation Plan. To answer this literal question figuratively, what really “moves” our community through the LBA Woods are trails—not roads. Trails move us beneath the closed tree canopy, around wetlands, and among wildflowers. They connect us to nature, not to traffic circles. They provide peace and tranquility. Trails are for wandering and exploring, not for spoiling with a car. They are safe for wildlife and do not cause road kill. Trails provide mental and physical health benefits and contribute to the well-being of our community.

The road will replace peace and quiet with pollution and traffic noise. Sadly, there is no metric to gauge the contribution a forest makes to our community’s health and well-being.

### **The Park, Trails and Wildlife Habitat Will Be Degraded.**

The existing trail network through LBA Woods will be erased: The mile-long extension road bisects the forested parkland already bisected by the Morse-Merryman Reservoir Access Road. The proposed road will sever existing trails at 10 separate points. Most of these impacted trails traverse relatively flat terrain and are especially suitable for people with limited mobility. LBA Woods is the only Olympia City park with such an abundance and diversity of trails for all fitness levels.

It will destroy the contiguity and connectivity of wildlife habitat. The road harms a valuable eco-system and causes wildlife road kills, noise, exhaust and light pollution.

### **Planning The Road Ignores Climate Emission Reduction Needs.**

This road is moving us in the wrong direction. The goals of the new Thurston Climate Mitigation Plan clearly state that in order to meet the ambitious goals to reduce greenhouse-gas (GHG) emissions, our community must move aggressively in the direction of preserving urban forests, reducing reliance on GHG-emitting vehicles and shifting more trips to zero-emission modes of transportation such as biking and walking.

For many years the City and the Region have expressed an intention to reduce motor vehicle use. This was originally a goal because the expense of new roads was not sustainable. Now, an even more compelling reason is the need to reduce GHG emissions to stop climate change.

Rather than build this road, the funds for this the project (\$8.6 million) should be used for transportation projects that support the city’s multi-modal transportation goals.

[The city is in the midst of a process to change its level of service standards – the very standard used to justify construction of this road – to a multi-modal level of service methodology.]

The Comprehensive Plan does not yet reflect the (currently draft) Climate Mitigation Plan. It does, however include the commitment to reduce GHG emissions. *Simply put, if we plan to build for even more traffic, we are planning to fail at the reduction of GHG emissions.*

In the Comprehensive Plan Natural Environment Chapter:

GN8 Community sources of emissions of carbon dioxide and other climate-changing greenhouse gases are identified, monitored and reduced.

PN8.1 Participate with local and state partners in the development of a regional climate action plan aimed at reducing greenhouse gases by 45 percent below 2015 levels by 2030 and by 85 percent below 2015 levels by 2050.

### **The Park Is Valuable For Climate Sequestration And Wildlife Habitat.**

We need healthy urban forests. This road will destroy a mile-long swath of closed-canopy forest and degrade the integrity of a mature upland forest ecosystem in the LBA Woods. Forests function best in large contiguous blocks, not in isolated fragments created by roadways and clear-cuts and other major disturbances.

Recent scientific studies by the National Audubon Society show that refuges for migratory birds, such as the LBA Woods and other urban forests, are critical for maintaining global biodiversity. This major collector will bisect existing contiguous habitat and result in the loss of a closed-canopy forest and degrade a healthy urban forest that is an increasingly important refuge for wildlife in our region.

The City would demonstrate that it is not serious about addressing the impacts of climate change if they continue to plan for this road. Planners and policy makers must consider the environmental impact of clear-cutting and paving a swath of native forest, of rising levels of CO<sub>2</sub> from automobile emissions, of the ecosystem services lost, and of the opportunities for carbon sequestration squandered. Every tree sequesters 50 – 100 pounds of carbon every year.

The Natural Environment Chapter of the Comprehensive Plan includes the following goals and policies:

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

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

GN3 A healthy and diverse urban forest is protected, expanded, and valued for its contribution to the environment and community.

PN3.2 Measure the tree canopy and set a city-wide target for increasing it through tree preservation and planting.

### **Land Use Has Changed Since This Road Was Planned.**

Several land use designations and zoning changes have happened since this road was originally put on the map.

First and foremost, the property that became LBA Woods Park will no longer have 800-1000 homes constructed. This was a major traffic generator source for the road.

Second, the area surrounding Chambers Basin was downzoned following a study in 2006 showing that the flood potential could not sustain urban levels of density. This lower density zoning protects ground water and prevents flooding. This also reduced the potential for increased traffic in this area.

Third, the City has adopted new wellhead protection zones for drinking water quality that include a portion of the path of the proposed roadway.

Pragmatically, the overwhelming sources within Olympia of potential traffic to use this road have been halted. Any traffic modeling would show that the primary sources of traffic that might use this road are from outside Olympia. The city should prioritize transportation expenditures that primarily benefit local residents and taxpayers.

### **An Alternate Route Is Available**

The City and the Region are aiming to reduce travel to reduce GHG emissions. This will allow the Morse Merryman Road and other routes to handle future traffic as they are currently doing.

Morse Merryman road serves one elementary school, and is a major conduit to Washington Middle School. Improvements to Morse Merryman for walking and cycling safety should happen with or without this road. Previous cost estimates for Morse Merryman improvements have been excessive because they assumed large increases in traffic, which is an outcome that the community is not seeking for many reasons including climate mitigation. The cost of needed sidewalk and bicycle lane improvements along Morse-Merryman are much more modest than the \$8.6 million estimated cost of this new road project.

### **Funding For This Road Is Not Forthcoming And Removal Avoids Costs**

The housing developments planned for this area will not happen and therefore impact fees will not be collected. The budget for this road included expenditure of impact fees to

help pay for the road. The growth will happen somewhere else in the City and those fees should be used to pay for the related impacts for that growth.

The Log Cabin Extension Road is a bad investment. The longer the road remains in the plans, the more money will go into projects inside Olympia and in adjacent parts of Lacey to connect to this proposed transportation corridor. In 15 to 20 years, the weight of these “investments” and the foregone opportunities for alternative roads will make it more difficult to reprioritize the proper corridor improvements. It is time to stop funding this \$8.55 million road and to plan to use our limited transportation dollars more productively elsewhere.

### **There Is A Lack Of Capacity West Of Boulevard Road**

The current comprehensive plan description for this road includes a statement:

The new street is expected to increase peak-hour traffic by approximately 60 percent on the existing section of Log Cabin Road (west of Boulevard Road), according to a 2011 projection of future peak-hour trips. This is within the capacity of the existing lanes on Log Cabin Road.

While technically a short segment of Log Cabin Road west of the Boulevard roundabout to the intersection/transition to Cain Road has the ‘capacity’ for increased traffic, the remainder of the street system north and west of that intersection does not. Installing the Log Cabin Road segment will direct traffic west where there are numerous congestion and safety problems. The budget and planning for Log Cabin Road Extension does not show the costs of improvements that would be needed west of Boulevard Road to make the street safe for increased traffic.

The following segments of roadway west of the Boulevard Roundabout are predicted to receive increased traffic from the Log Cabin Road Extension but have serious congestion and safety issues that would result from this traffic.

- Cain Road north to 22<sup>nd</sup> Avenue – sidewalk on only one side, not bike lanes.
- Cain and North Street T-intersection – mini roundabout planned, limited right of way
- North Street west of Cain to Henderson – sidewalk on only one side
- North Street and Henderson intersection – currently congested at peak times.
- North Street west of Henderson – passes high school, ends in Tumwater at highly congested area near Cleveland Avenue / Tumwater Safeway. Geographic constraints in this area will make it very difficult to manage even more traffic than is already moving through.
- North Street currently experiences morning and evening congestion, particularly when Olympia High School is in session. Olympia High School traffic is not destined for the receiving area of this road and will not benefit from it – the receiving area is in Lacey, which is in the North Thurston School District.

- Henderson Boulevard north of North Street – passes an elementary school. City staff have struggled to reduce speeds in this area and have had limited success with existing traffic volumes. Increased traffic volumes will mean increased driver frustration, which can lead to more aggressive driving. This is precisely the wrong result.

**The Road Would Go Through The Wellhead Protection Area For Olympia Water Supply, Hoffman Well.**

The Natural Environment Chapter of the Comprehensive Plan includes the following goals and policies:

Goal 5 Ground and surface waters are protected from land uses and activities that harm water quality and quantity.

PN5.1 Reduce the rate of expansion of impervious surface in the community.

PN5.6 Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific information available and the level of risk. Require restoration of any such areas that have been degraded.

Further, the Draft Goals and Objectives for the 2020-2026 Water System Plan indicate the City intends to strengthen protection of groundwater. A road could threaten the groundwater through ongoing runoff from road use as well as a potential accidental spill.

See Hoffman Wellhead protection area map below, with a general indication of the proposed road location added in red.



|                                                                                                                                                                                                               |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>Goal 5. Groundwater quality is protected to ensure clean drinking water for present and future generations and to avoid the need for expensive replacement or treatment facilities. (Chapter 7)</b></p> |
| <p>Objective 5A. Prevent contamination of groundwater through surveillance and response.</p>                                                                                                                  |
| <p>Objective 5B. Strengthen and exercise partnerships with citizens and state/local agencies.</p>                                                                                                             |
| <p>Objective 5C. Improve program policies, procedures and tools to enhance the effectiveness of groundwater protection efforts.</p>                                                                           |



Figure 7.5 I

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Reminder: Olympia Planning Commission starts in 1 day  
**Date:** Monday, August 02, 2021 1:30:05 PM  
**Attachments:** [Lazar Log Cabin Amendment Written Comment.pdf](#)  
[Log Cabin Extension Lazar Planning Commission.pptx](#)

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FYI

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**From:** Jim Lazar <jim@jimlazar.com>  
**Sent:** Monday, August 02, 2021 1:17 PM  
**To:** Anastasia Everett <aeverett@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Re: Reminder: Olympia Planning Commission starts in 1 day

**External Email Alert!**

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I have attached two items.

The first is my written comment for tonight's public hearing on the Log Cabin Road Removal comprehensive plan amendment. Please convey this immediately to the members of the Planning Commission.

The second is a one-slide Powerpoint, that I would appreciate be displayed during my testimony this evening. My experience is that the City does not directly allow citizens to Share Screen, so please do this for me. In a live meeting, I could simply print it out and pass it around. The goal of a Zoom meeting is to emulate as best we can the function of a live meeting.

Thank you in advance.

Jim

On 8/1/2021 6:13 PM, Anastasia Everett wrote:

Hi Jim,

This is a reminder that "Olympia Planning Commission" will begin in 1 day on:

Date Time: Aug 2, 2021 06:30 PM Pacific Time (US and Canada)

Join from a PC, Mac, iPad, iPhone or Android device:

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Passcode: 189347

International numbers available: <https://us02web.zoom.us/j/kuhugEZs5>

You can cancel your registration at any time.

--

Jim Lazar  
1907 Lakehurst Dr. SE  
Olympia, WA 98501  
360-786-1822

"Don't tell me what you value.  
Show me your budget, and I'll tell you what you value."

-- Joe Biden

August 2, 2021

Olympia Planning Commission  
Box 1967  
Olympia, WA 98501

RE: Log Cabin Road Extension Comprehensive Plan Amendment

I am the former Chair of the Olympia Bicycle and Pedestrian Advisory Committee, and was heavily involved in developing both the Bicycle Facilities Program and the Sidewalk Program in the 1990s. Since that time, we have completed almost 70% of the planned bicycle facilities, and are making significant progress on what was once a 300-year backlog of sidewalk projects.

I support the removal of the Log Cabin Road extension from the Comprehensive Plan transportation map. There are several important reasons for this:

- 1) It is not needed to serve Olympia transportation needs.
- 2) It is not affordable to build a major road in this location.
- 3) It is undesirable because it would severely damage the tranquility of LBA Woods Park.
- 4) The improvements needed to Morse Merryman road to improve walking and bicycling safety are minimal. They should be scheduled for completion soon.

**1) The road is not needed to serve Olympia transportation needs.**

This road was originally planned when the Trillium and Bentrige developments were planned, with 1,000 dwelling units in what is now LBA Woods Park. Those dwellings would have created demand for an East/West major collector, and this project was planned at that time; extending it to Wiggins made sense under those circumstances, to give the new residents the choice of departing to the East.

Most of the cost was to be borne by the developers, with Olympia responsible for the cost of only a short portion between LBA Woods Park and Wiggins Road. With the abandonment of those developments, that traffic growth will not occur, and that developer funding will not exist. So we are left with the entire cost of the project, and no new traffic demand that requires the project.

There is very little traffic originating in Olympia with destinations on College Street and beyond. That which does exist primarily uses Pacific Avenue and Yelm Highway, the arterials. We want our traffic mostly on arterials. A bit of local traffic does go East on Herman Road, but it is quite trivial.

There is more traffic coming FROM the Lacey area INTO the Olympia area, but even that amount is quite small. The most recent [traffic counts](#) posted on the City web site show only about 3,000 vehicles per day Westbound on Herman Road. This is less than one-third of the capacity of Herman Road.

Olympia already has more than adequate East/West major collector roads in this area. Between 14<sup>th</sup>/18<sup>th</sup> avenue to the north and Yelm Highway to the South, we have three connections, shown in green, while Lacey has only one connection, shown in blue

- 26th/30<sup>th</sup>
- Morse Merryman Road
- Wilderness Drive (in UGA)

Lacey has only one connection, feeding these three connections, shown in red. Currently traffic into Olympia from Lacey travels west on Herman Road, and disperses when it reaches Wiggins. Some of this traffic continues West on each of the three connections, depending on the ultimate destination.



Each of these three Major Collector connections can carry about 10,000 vehicles per day in the current configuration. The current traffic on Herman Road is less than one-third of this amount.

There is very little developable property in the Olympia portion of Chambers Basin, because this area is very wet. Most of it is zoned for very little development, and the remaining parcels are relatively small. The R-4 Chambers Basin zone requires a minimum lot size of 12,000 square feet, and then only if a special type of drainage plan is approved; otherwise it is a 1-acre minimum lot size. This was the result of great planning commission work in the 1990s, after extensive flooding was observed in this area. It means that there will be very little new traffic generated in this portion of Olympia.

So, the bottom line in terms of need is that there is absolutely no need for this road to serve Olympia-originating traffic, and there is more than adequate capacity in the THREE East/West

roads in this area to comfortably handle all of the Lacey-originating traffic. If Lacey were to widen Herman Road, perhaps that would bring enough traffic to Olympia to need more capacity. But there is no such project in the regional transportation plan.

## **2) It is not affordable.**

The Olympia Capital Facilities Plan has had a serious imbalance of funding and projects for decades. For example, the three intersection improvements along Boulevard Road at Log Cabin Road, Morse Merryman Road, and 22<sup>nd</sup> Avenue were included in the 1990 CFP for completion in 1996. None of the projects was completed prior to 2010.

The Log Cabin Road project was last estimated to cost \$7 million. This is far beyond the financial capacity of the City for a project that serves virtually no Olympia needs.

## **3) The project is undesirable because it would harm the tranquility of LBA Woods Park.**

The 2002 Olympia Parks Plan called for acquisition of about 500 acres of property, primarily in the form of open space. This was needed because the Olympia Comprehensive Plan calls for increasing housing density, and in order to keep the community livable, we need parks and open space for people in dense housing areas to visit for a natural experience.

In 2004, the voters overwhelmingly approved the Parks and Sidewalks tax, to pay for acquiring these lands. This was augmented by the 2015 vote approving the formation of a metropolitan parks district.

Together these measures, plus a commitment by the City of 11% of general fund moneys, allows Olympia to move forward with the parks plan.

The “open space” designation requires little development. The trails through the area are a place to hear the birds, see the chipmunks, and contemplate the aggravations of modern life. A road through an open space is a contradiction in terms.

## **4) The improvements needed to Morse Merryman road are minor and should be implemented.**

Morse Merryman Road has sidewalks and bike lanes from Boulevard Road to the Sugarloaf Road area, more than half the distance to Wiggins Road. It needs sidewalk and bike lanes along the remaining stretch.

A staff presentation to Council presented a \$47 million cost for the Morse Merryman alternative. They have since walked that back, but it still makes no sense to me. It apparently assumed acquisition of several existing homes for a widening that is inconsistent with the City’s street

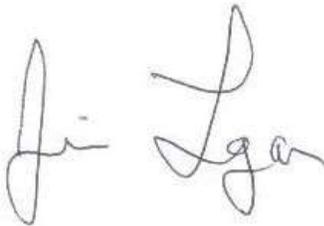
standards for a major collector roadway. Images shown at the end of this letter show the entire project area in segments. **Not one** single home need be encroached on to widen the roadway profile to the standard for this type of street.

That cost estimate seems to be anticipating something like a 5-lane arterial, something that is not needed, not intended, not desired, and totally out of scale. What is needed is a turn pocket at Hoffman Road, and some sidewalk and bike lane improvements East of Scotch Meadow, about a quarter-mile total. The City already owns the land for the turn pocket, and the sidewalk and bike lane would not encroach on any existing development.

### **Summary**

The proposed Comprehensive Plan Amendment should be approved. The road should be removed from the map. The City will continue to own LBA Woods Park, and can make a different decision in the future. I am confident that will not be necessary, because there is no need for this road to serve Olympia traffic, and there is ample capacity for any Lacey-originating traffic.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Lazar". The signature is written in a cursive style with a large initial "J" and "L".

Jim Lazar  
1907 Lakehurst Dr. SE  
Olympia, WA 98501

## Appendix: Morse Merryman Road Improvements

Street Segments of Morse Merryman Road needed to meet the City Major Collector Standard. The width of the street standard (sidewalk, planter strip, bike lane, travel lanes) is 61 feet for two-lane roads, widening to 71 feet at major intersections (of which Kaiser is the only one) for a turn pocket, and the City already has ownership of the South side of the road at that location. See the EDDS drawing below.

### Boulevard to Van Epps



### Van Epps to Margaret McKenny



### Margaret McKenny to Scotch Meadow



## Scotch Meadow to Hoffman



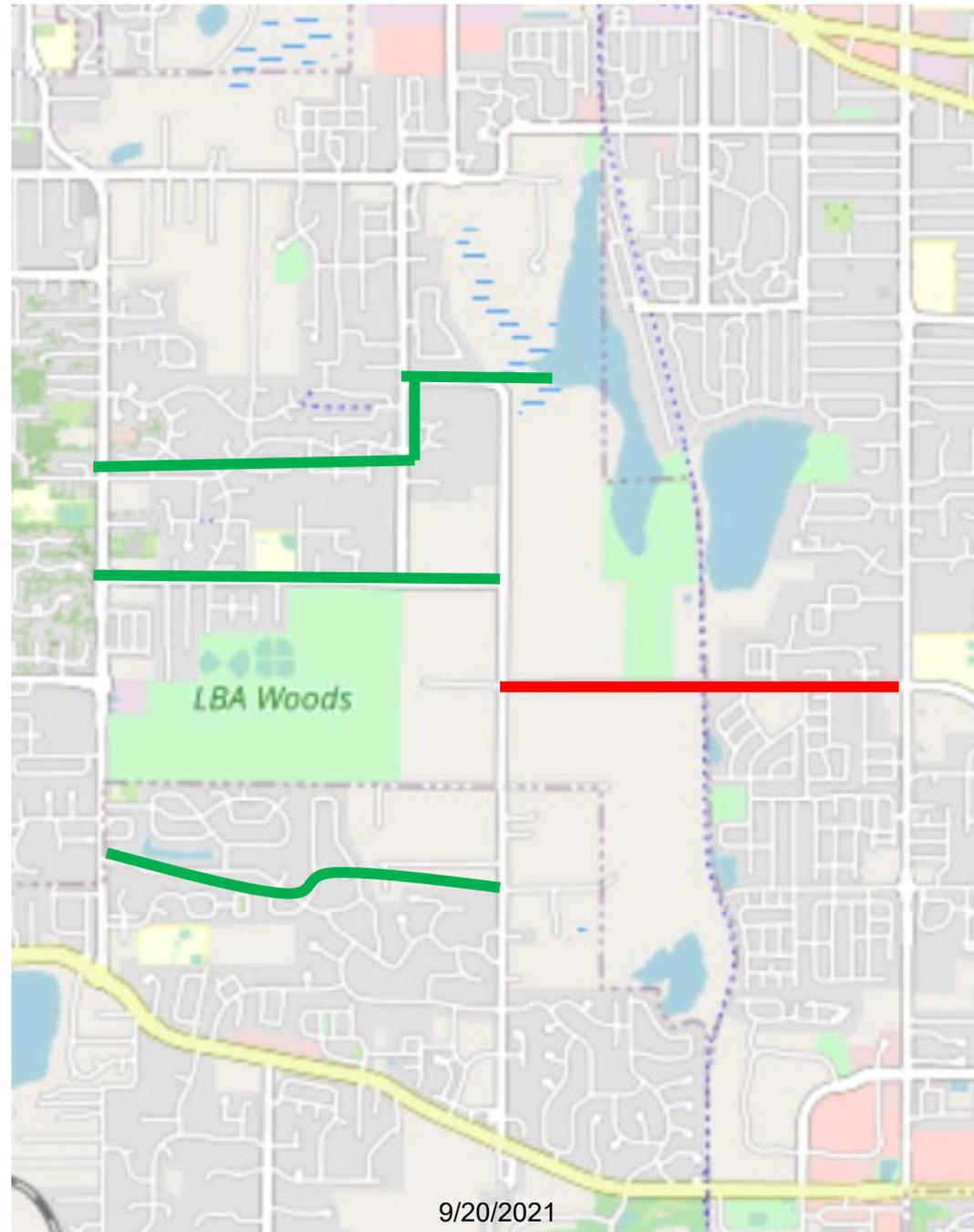
## Hoffman to Wiggins



The Street Standard, Drawing 4-2G for a Major Collector

| APPROVED BY<br>FRAN R. EIDE, PE<br>CITY ENGINEER                                      | REVISION DATE<br>8/10/2015                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                   |           |                |                     |                |                     |              |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
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| CITY OF OLYMPIA<br>MAJOR COLLECTOR                                                    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | DIMENSIONS = FEET |           |                |                     |                |                     |              |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
|                                                                                       | <table border="1"> <thead> <tr> <th>NUMBER OF LANES</th> <th>SIDEWALK</th> <th>PLANTING</th> <th>BIKE LANE</th> <th>LEFT TURN LANE</th> <th>R/W BEHIND SIDEWALK</th> <th>CURB</th> <th>CLEAR ZONE</th> <th>RIGHT OF WAY</th> </tr> <tr> <th></th> <th>A</th> <th>B</th> <th>C</th> <th>D</th> <th>E</th> <th>F</th> <th>G</th> <th>H</th> </tr> </thead> <tbody> <tr> <td>2 LANES</td> <td>6</td> <td>8</td> <td>5</td> <td>10</td> <td>0</td> <td>1</td> <td>0.5</td> <td>4</td> </tr> <tr> <td>3 LANES</td> <td>6</td> <td>8</td> <td>5</td> <td>10</td> <td>11</td> <td>1</td> <td>0.5</td> <td>4</td> </tr> <tr> <td>4 LANES</td> <td>6</td> <td>8</td> <td>5</td> <td>10</td> <td>0</td> <td>1</td> <td>0.5</td> <td>4</td> </tr> </tbody> </table> | NUMBER OF LANES   | SIDEWALK  | PLANTING       | BIKE LANE           | LEFT TURN LANE | R/W BEHIND SIDEWALK | CURB         | CLEAR ZONE | RIGHT OF WAY |  | A | B | C | D | E | F | G | H | 2 LANES | 6 | 8 | 5 | 10 | 0 | 1 | 0.5 | 4 | 3 LANES | 6 | 8 | 5 | 10 | 11 | 1 | 0.5 | 4 | 4 LANES | 6 | 8 | 5 | 10 | 0 | 1 | 0.5 | 4 | <table border="1"> <tr> <td>SEE STANDARD DRAWING 4-6A FOR MINIMUM STRUCTURAL DESIGN AND STREET CROSS SLOPE DESIGN</td> </tr> <tr> <td>SEE MINIMUM STREET DESIGN STANDARDS TABLE FOR ADDITIONAL DESIGN ELEMENTS</td> </tr> <tr> <td>ADT<br/>3,000-14,000</td> </tr> </table> | SEE STANDARD DRAWING 4-6A FOR MINIMUM STRUCTURAL DESIGN AND STREET CROSS SLOPE DESIGN | SEE MINIMUM STREET DESIGN STANDARDS TABLE FOR ADDITIONAL DESIGN ELEMENTS | ADT<br>3,000-14,000 |
| NUMBER OF LANES                                                                       | SIDEWALK                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | PLANTING          | BIKE LANE | LEFT TURN LANE | R/W BEHIND SIDEWALK | CURB           | CLEAR ZONE          | RIGHT OF WAY |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
|                                                                                       | A                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | B                 | C         | D              | E                   | F              | G                   | H            |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| 2 LANES                                                                               | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8                 | 5         | 10             | 0                   | 1              | 0.5                 | 4            |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| 3 LANES                                                                               | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8                 | 5         | 10             | 11                  | 1              | 0.5                 | 4            |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| 4 LANES                                                                               | 6                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 8                 | 5         | 10             | 0                   | 1              | 0.5                 | 4            |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| SEE STANDARD DRAWING 4-6A FOR MINIMUM STRUCTURAL DESIGN AND STREET CROSS SLOPE DESIGN |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   |           |                |                     |                |                     |              |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| SEE MINIMUM STREET DESIGN STANDARDS TABLE FOR ADDITIONAL DESIGN ELEMENTS              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   |           |                |                     |                |                     |              |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| ADT<br>3,000-14,000                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   |           |                |                     |                |                     |              |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |
| STD. DWG. NO.<br>4-26                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                   |           |                |                     |                |                     |              |            |              |  |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |         |   |   |   |    |    |   |     |   |         |   |   |   |    |   |   |     |   |                                                                                                                                                                                                                                                                             |                                                                                       |                                                                          |                     |

Olympia has THREE separate E/W Major Collectors serving the Herman Road source of traffic to this area



All of the traffic coming into this area comes across Herman Road, which has only about 3,000 vehicles/day according to the traffic count information on the City website.

**From:** [jacobsoly@aol.com](mailto:jacobsoly@aol.com)  
**To:** [Joyce Phillips](#)  
**Subject:** Comments for Public Hearing re Comp Plan  
**Date:** Monday, August 02, 2021 4:08:49 PM

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**External Email Alert!**

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Hi Joyce --

Here are my comments for this evening's Planning Commission hearing on Comp Plan Amendments:

Planning Commission:

Please recommend that the Comp Plan be amended to remove all references to the "Log Cabin Road Extension" thru LBA Woods Park.

Putting a street thru LBA Woods would have extremely strong negative consequences. This is a natural area that is intended for mostly passive activities like bird watching and walking.

In addition, any need for this street connection evaporated when LBA Woods was established, removing nearly 1,000 planned houses in this area and their associated vehicle trips.

Thank you,

Bob Jacobs  
360-352-1346  
720 Governor Stevens Ave. SE  
Olympia 98501

**From:** [JUDITH BARDIN](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Comments for Comprehensive Plan Amendments Hearing Item C  
**Date:** Monday, August 02, 2021 4:20:53 PM  
**Attachments:** [Comp Plan Amendments - Neighborhood Character 08-02-21.docx](#)

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**External Email Alert!**

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Hi Joyce,

Attached are my comments for the Hearing on the Comprehensive Plan amendments item C, related to neighborhood character. Could you please forward them to the OPC.

Sorry, these are coming in at the last minute.

Judy

Judy Bardin  
1517 Dickinson Ave NW  
Olympia, WA 98502  
360-401-5291

Comments on the Planning Commission's 8/2/21 Hearing on Comprehensive Plan Amendments on Part C, Relating to Neighborhood Character

I am a member of the Coalition of Neighborhoods (CAN) and I was on the Planning Commission for the most recent Comprehensive Plan update. I oppose the redefinition of "neighborhood character" in the comprehensive plan and advise moving the proposed language over to the Values and Vision Chapter where it is a better fit. I know the comprehensive plan very well because I was involved with its drafting, and would like to take time to discuss the concept of neighborhood character as used in the Plan.

Comprehensive Plans are mandated by the Growth Management Act must be periodically reviewed. The last update of the 1994 Comprehensive Plan was completed in 2014 and is coming due to be revised again. The process took five years. It started with an Elway survey, followed by Imagine Olympia, a series of community visioning meetings. It then had a very extensive review by both the Planning Commission and the City Council.

The concept of "neighborhood character" is woven into the Plan and is mentioned in most chapters. It is used 160 times in the plan. Although not explicitly defined, there are paragraphs that allude to it by example, such as:

*The City embraces our Comprehensive Plan as an opportunity to enhance the things Olympians care about. As we grow and face change, Olympians want to preserve the unique qualities and familiarity of our community. We draw a sense of place from the special features of our city: walk-able neighborhoods, historic buildings, views of the mountains, Capitol and Puget Sound, and our connected social fabric. These features help us identify with our community, enrich us, and make us want to invest here socially, economically and emotionally.*

*Much of our community is already built. Many of our neighborhoods are more than 50 years old and our downtown is older still. These established neighborhoods provide the 'sense of place' and character of Olympia. To preserve this character, new buildings incorporated into the existing fabric must reflect both their own time-period and what's come before. We will acknowledge the importance of historic preservation by protecting buildings and districts and celebrating the people and events that shaped our community. We will conserve natural resources by keeping historic buildings properly maintained and in continuous use, thereby avoiding decay and demolition which would waste resources used to create these structures.*

City staff apply the concept of “neighborhood character” in planning, mainly as a way to consider impacts and evaluate whether an action is going to affect something that is important to how people relate to a place.

The proposed definition of “neighborhood character” does not fit with widely recognized national or international planning and policy norms. “Neighborhood character” is what distinguishes one neighborhood from another. It has to do with a sense of place and neighborhood identity. For example, I live in Northwest Olympia. I would describe my neighborhood as having eclectic buildings, limited sidewalks with people walking in the streets, multiple deep ravines, a close-by food co-op, nature trails, and being quiet at night. The description of Downtown or even South Capitol neighborhood would be different from mine.

The concept of character is neutral – the whole idea is not to say what is “good” or “bad” character, but to say, look at the place where the action will happen, and figure out if city actions will cause some significant change to what people consider distinctive or important about that place. Restricting the concept of “neighborhood character” to three elements, and then defining those three elements narrowly, has a very substantial impact on how city staff can perform their work. It puts a limit on how they can consider impacts. It limits the ability of the City to interact with people in places where city actions might have an impact.

Since it is such an integral part of the plan, why rush to define or actually redefine it. The next comprehensive update is slated to begin soon.

Accessibility, sustainability, and equity are laudable goals that should shape city policies and actions, but they do not fit the use of the concept of neighborhood character. They are universal values that we would want in all neighborhoods. They are overarching goals based on values. Therefore, the CNA asked that Council wording be placed in the Values and Vision Chapter, and not be used to define neighborhood character. The Coalition proposed that Neighborhood Character be defined as:

*Neighborhood character is an amalgam of various elements that give a neighborhood its distinct “identity.” Neighborhood characteristics are not stagnant and will change over time. Consideration of neighborhood character will vary by the unique features of a neighborhood and includes its physical, social and economic attributes that contribute to its sense of place and identity. These elements may include, for example, a neighborhood’s land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parking, parks and open space, provision of City utilities, street grids and connections, and street trees.*

*The City will balance its goals and policies by considering potential impacts to the unique geography, character or historical context of a residential neighborhood to provide the best outcome for the community as a whole and consistent with our values.*

Judy Bardin  
1517 Dickinson Ave NW  
Olympia, WA 98502

Public Comment to Olympia Planning Commission on Proposed Revisions to Comprehensive Plan  
August 2, 2021

I support the recommendation of the Coalition of Neighborhood Associations to remove the proposed revision of “neighborhood character” language and move it to the Values and Vision in the Comprehensive Plan. As a member of CRANA, I participated in that deliberation and was a member of the subcommittee assigned to develop the recommended alternative.

Personally, I would like to see more expansive use of the concept neighborhood character, rather than constriction and restriction. I’d like to see socio-economic attributes critical to equity included among the examples provided. I’d like recognition that the value of sustainability means that planning is not just about the built environment but also about what might be called “green infrastructure” or “ecosystem services” present in our city. I’d like examples of how communities of people exist in relation to each other and in relation to the community resources they want or need to access based on where they live, work, or recreate.

Accessibility, sustainability and equity are great values that the tool of neighborhood character can help to open up. But as we know, the regulatory use of definitions is to limit and restrict. There is no value in revising the plan to say that the tool should be put away under all but a very limited set of circumstances. It’s a loss, not a gain.

As I will illustrate with a couple of examples, I would like to see recognition of how open and creative use of the planning tool of “neighborhood character” can actually enhance the public good encompassed by the values and goals of accessibility, sustainability and equity. Overly-restrictive definition

### **What use is “neighborhood character”?**

There are good reasons why the concept of neighborhood character is commonly employed in government planning around the world, and there are also good reasons why it is not limited to specific definitions. You don’t have to know exactly what you are opening next, in order to decide you want to have a can opener available.

As a policy tool, neighborhood character gets down to the question of how to identify uniqueness, relative difference, or user values in a place. Use of this policy tool is triggered by change or proposed change. It helps to identify where to pay attention, and how to publicly engage.

Since it is a tool that is used in relation to change, including responding to unforeseen change or considering whether proposed changes will be a net benefit to the public good, then it is clear that restrictive, inadequate or outdated definitions of “neighborhood character” may miss important facts and exclude necessary voices.

“Neighborhood character” is fundamentally a ground-truth tool. In the Comprehensive Plan it is used many times, and in different ways. For example, it is a reference point for city staff to evaluate actions and policies against significant socio-economic and geographical elements, as those elements have taken unique form in the City of Olympia. For another example, it provides a way for the city to decide when some form of public involvement is called for. By whatever ground-truth method is used, policies or actions may be found to interact with a significant or unique aspect of a place that people will care about.

For that public participation phase, the concept of neighborhood character is structurally linked to Registered Neighborhood Associations in the Comprehensive Plan as a form of public involvement. The CNA was developed, in turn, as a way to help implement the public involvement relationship between the city and neighborhoods.

The current discussion around this question of revising “neighborhood character” language is an example of the Comprehensive Plan doing its work as a living document. Although late to the party, the CNA engaged with the city quite extensively on this issue. After considerable work, the CNA has concluded that improving engagement with the city under the current terms of the plan, while supporting the inclusion of language supporting the common values of accessibility, sustainability and equity as part of the city’s values and vision, is arguably a better solution than including a restrictive revision of the “neighborhood” part of the plan as originally suggested.

### **Public Involvement Improves Policy**

Engagement of the CNA is contributing to a better outcome in this process. Unfortunately, council members who wrote the revisions, and the City of Olympia, missed the opportunity to optimize solutions earlier on by communicating directly or at least clearly with the RNAs/CNA. This would have been a logical step under the Comprehensive Plan and made it necessary to play a bit of catch-up. As a result, there has not been as much opportunity to share ideas and improve the proposal as there might have been.

In particular, in my perception at least, there is still not full clarity about why the proposed revisions to define neighborhood character were deemed necessary in the first place. This makes it a bit more difficult to respond to in the most effective way possible. Other than that fundamental difficulty, engagement with the city has been exemplary.

I hope that this comment has addressed at least one element of concern on the part of at least one council member, which I understand to be a certain level of discomfort with the absence of a formal definition of criteria for “neighborhood character” in the Comprehensive Plan, by suggesting that it is a tool. It’s the can opener, not the can. The outcome of good use of the “neighborhood character” tool is good public involvement and good policy — not freezing neighborhoods forever into one particular configuration.

The US Environmental Protection Agency provides a very useful, agency-oriented synthesis of public involvement in its [Public Participation Guide](#). It clarifies that, ultimately, the purposes of correctly-targeted public involvement are to improve the quality of the final policy or action, and to increase the legitimacy of the agency’s action.

Presumably, the hoped for outcome of this revision process, is to have an improved Plan that enhances the City’s ability to address change and growth in ways that best serve the public, while avoiding unintended consequences or perverse incentives. Better highlighting accessibility, sustainability and equity as values and vision makes sense as an act of leadership. It is easy for everyone to understand and unite toward. Trying to turn them into the definition of “neighborhood character,” on the other hand, sews confusion.

### **How to Use Difference**

I would like to provide two examples of how those values can be engaged by using the ground-truthing tool of “neighborhood character” in more open, creative ways.

For this illustrative exercise, I used just one source: US census data compiled at [censusreporter.org](http://censusreporter.org). I want to show how looking for “character” difference in different parts of the city can help to “ground truth” application of values and goals, and do it in ways that would not necessarily make the cut if definitions were overly-restrictive.

#### *Example 1: Language Spoken at Home*

Census Tract 106 roughly corresponds with what is commonly regarded as the Olympia West Side neighborhood. It stands out from the rest of the city in numerous ways. Although the margin of error is very great for this kind of statistic, one of them appears to be that it is an area where 20% of the population of children aged 5 to 17 do not speak English-only at home. City-wide, 11% of children do not speak English-only, so this is an aspect where the West Side is differentiated from the city as a whole. Looking closer, more than twice the number of children speak either an “Indo-European” language or an “Asian/Islander” language than in the city as a whole.

Census Tract 103 roughly corresponds with the East Olympia neighborhood. It also stands out as a place where a relatively large number of children are not speaking English-only at home: 23%. But the “non-English” language in East Olympia is, uniquely for the city, almost entirely Spanish.

From a policy perspective, it may be appropriate to consider how this aspect of “neighborhood character” can help the city to better apply its values of accessibility and equity in the neighborhoods of East and West Olympia. Targeted neighborhood engagement could be a useful public involvement tool to utilize in order to identify the particular needs of multi-lingual families, but also to help those neighborhoods to recognize and expand their own sense of uniqueness and cultural contribution to the fabric of the city. This may be an aspect of “neighborhood character” that neighborhood residents don’t realize they have until the city engages with them to improve the experience of those families.

#### *Example 2: Fertility Rates*

Census Tract 107, which covers Cain Road to Wiggins, has a fertility rate of 8.7% (of women 15-50 who gave birth during the past year), which is double that of the city as a whole and high (1.5 times) even for the county as a whole.

Census Tract 104, which roughly includes the East Olympia neighborhoods near Olympia High School on down to Wheeler Street, has an even higher fertility rate at 9.5%, which is more than double the city and almost double the county rate, with a greater trend toward younger adult women than Tract 107.

On the west side, only Census Tract 120, which might be called the Evergreen/North Cooper Point Tract, shows a slightly higher than average fertility rate.

There are many aspects of the “neighborhood character” of relative high fertility of east Olympia neighborhoods to consider. If federal support for child care infrastructure ever becomes a reality, it’s obviously important to know where there is an especially dense concentration of moms and to engage with them regarding childcare needs.

Another example would be to use the fertility rate data to address climate mitigation goals. This aspect of “neighborhood character” can show where to place a relatively strong focus on sidewalks and multi-modal access to schools. Parents drive their kids to school out of concern for safety. Parental and neighborhood engagement could help to identify family needs and

parental concerns about high danger zones such as particular crossings, high speed auto traffic, blind corners, etc.; as well as the most acceptable and adoptable solutions.

I hope these examples show how the tool of “neighborhood character” can optimize public involvement by guiding appropriate targeting, thus improving quality and public acceptance. I hope they also illustrate why it is important not to over-define the parameters of when or how it should be utilized.

Helen Wheatley  
CRANA member

# Community Values & Vision

During 2009-2014, the City and public engaged in a broad update to Olympia's Comprehensive Plan. The City held over 30 public meetings and collected over 2,000 comments from community members about what they value in Olympia and their vision for Olympia's future. These community values and visions are distilled below and reflected in the goals and policies throughout the Comprehensive Plan.

Olympians value and respect the intersectional identities and lived experiences of our community members, including but not limited to Black, Indigenous, and people of color (BIPOC), people with disabilities, older adults, youth and younger adults, LGBTQ+, immigrants, and refugees. We believe that embracing equity enhances the livability and vibrancy of our beautiful city for all residents.

We envision a future where Olympia has a diverse and inclusive community, a robust and resilient local economy, with a strong multicultural arts and heritage presence for all to enjoy.

We acknowledge that Olympia resides within the traditional lands of the people of Steh-Chass of the Squaxin Island Tribe. The Tribe has offered these words for acknowledgement:

*"The Squaxin Island Tribe's habitation of what is now Olympia spans thousands of years. The ancestral families who lived and thrived here named it Steh-Chass, and occupied prosperous villages along the shores. Archeological findings of ancestral artifacts in the area suggest habitation by Squaxin ancestors since the retreat of the glaciers during the last Ice Age. Today, the Squaxin people continue stewardship of these ancestral lands, from the Deschutes watershed and what is now Budd Inlet. The Steh-Chass (Squaxin) continue to call themselves 'People of the Water' because of the bounty of the region's waterways, which have sustained the people for millennia."*

The City of Olympia will continue to strengthen our government-to-government relationship with the Squaxin Island Tribe to support our shared environmental, economic, and community goals.

We acknowledge Olympia's history of racially restrictive covenants, redlining, and displacement of BIPOC. We acknowledge that our historic population of Chinese Olympians, who built much of Olympia's original

infrastructure, were actively excluded through anti-Chinese sentiment and restrictive immigration laws, resulting in the loss of Olympia's once thriving Chinatown and a dwindling Chinese population. These institutional and systemic barriers are still prevalent and have resulted in a lack of equitable access to resources and opportunities. We are dedicated to rebuilding trust through reconciliation and making ongoing efforts to remove these barriers.

We understand that in order to build a truly livable and vibrant city, we must provide equitable access to the necessities of life, including housing, mobility, food, services, education, and meaningful work. We must consider the diverse needs of our residents in planning the long-term growth and development of Olympia. Giving everyone an opportunity to participate in the civic, economic, and cultural life of the city translates to greater quality of life and better bottom line benefits, resulting in a thriving and sustainable local economy. As evident through the Housing Needs Assessment, our community is becoming more diverse. This includes changes in racial demographics, an increase in the number of aging adults, and changes in the average household size and income. We will include both quantitative and qualitative data from our community to drive decision making.

We recognize that equity is essential to all areas of the Comprehensive Plan and are committed to working with the Social Justice and Equity Commission to implement an equity framework during the next Comprehensive Plan update in 2025. All future amendments should be reviewed for consistency with the equity framework.

## **Public Participation and Partners**

### **What Olympia Values:**

*Olympians value their right to participate in City government, and to engage in meaningful, open and respectful community dialogue regarding decisions that affect our community.*

### **Our Vision for the Future:**

*Through collaborative and open discussions, Olympians embrace a shared responsibility to make our community a better place.*

The City of Olympia places a high priority on engaging community members early and often and regularly demonstrates how the voices of the community are heard. When issues come up, the City's healthy public participation process helps each segment of the community to understand the larger picture and the need to act in the best interest of the City as a whole. Olympia engages the public in major decisions through a variety of methods, including community conversations, public forums, and interest-based negotiation, and makes sure these community members know how their input was used. Because of this, the City has built trust with the community.

## **Our Natural Environment**

### **What Olympia Values:**

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

### **Our Vision for the Future:**

*A beautiful, natural setting that is preserved and enhanced.*

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

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

## **Land Use and Urban Design**

### **What Olympia Values:**

*Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green*

*space; locally produced food; and public spaces for community members in neighborhoods, downtown, and along our shorelines.*

### **Our Vision for the Future:**

*A walkable, accessible, vibrant city.*

We envision a capital city of pedestrian-oriented streetscapes, livable and affordable neighborhoods, safe and meaningful street life, and high-quality civic architecture. Through collaboration with other agencies and partners, our urban waterfront will be a priceless asset, eventually running along the Deschutes River from Tumwater's historic buildings, down past Marathon and Heritage parks to Percival Landing and the Port Peninsula.

Capitol Way will be a busy and historic boulevard linking the waterfront and downtown to the Capitol Campus. By creating plazas, expanded sidewalks, and public art in public places, we will stimulate private investment in residential and commercial development, increasing downtown Olympia's retail and commercial vitality.

Olympia will work to create "urban nodes" of higher density and mixed-use development in specific locations along our urban corridor. We will encourage infill projects and remodeling of older structures; in turn we will begin to create a more walkable community, where historic buildings and neighborhoods are valued, preserved, and adapted to new uses.

Well-implemented neighborhood sub-area planning will help us determine unique neighborhood assets to protect and enhance; where and how to increase density and retain green space; and develop safe and convenient access to everything from grocery stores, to schools, neighborhood parks, community gardens and neighborhood gathering places.

## **Transportation**

### **What Olympia Values:**

*Olympians want a transportation system that can move people and goods through the community safely while conserving energy and with minimal environmental impacts. We want it to connect to our homes, businesses and gathering spaces and promote healthy neighborhoods.*

### **Our Vision for the Future:**

*Complete streets that move people, not just cars.*

**Biking & Walking:** Olympians, both young and old, will be able to walk or bike to work, school, shopping, and recreation. Bike lanes and sidewalks will be safely integrated and often buffered from traffic along arterials and collectors throughout the city. Pedestrians and bicyclists will use trails and pathways built through open areas, between neighborhoods, and along shorelines. Sidewalks, both in compact, mixed-use neighborhoods and downtown, will encourage walkers to stop at shops and squares in lively centers near their homes. Trees and storefront awnings will line the streets.

**Commuting:** We envision a future in which nearly all residents will live within walking distance of a bus stop, and most people will commute by foot, bicycle, transit or carpool. Drivers will use small vehicles fueled by renewable resources. Electric buses will arrive every ten minutes at bus stops along all major arterials.

**Parking:** Parking lots for car commuters will be located on the edges of downtown, hidden from view by offices and storefronts. Variable pricing of street meters and off-street lots will ensure that parking is available for workers, shoppers and visitors. Short and long-term bike parking will be conveniently located. Throughout town, streets will provide room for both bike lanes and parking, and will be designed to slow traffic.

**ADA Compliance:** Our transportation system will be accessible to people of all abilities and aligned with the Americans with Disabilities Act.

**Safety:** Because slower speeds will be encouraged, and crosswalks and intersections will be safer, deaths and injuries from collisions will be nearly eliminated.

## Utilities

### **What Olympia Values:**

*Olympians value a drinking water supply that is owned and controlled by the City. We want wastewater and stormwater treated effectively before it is discharged into Puget Sound. We understand and value the role that 'reuse, reduction and recycling' plays in our effort to conserve energy and materials.*

### **Our Vision for the Future:**

*Clean, plentiful water and significant reduction of waste.*

Through careful planning, improved efficiency of our drinking water use and rates that encourage conservation, Olympia will be able to meet the water needs of its future population. Our improved water treatment and reduced wastewater and storm water discharge will support abundant aquatic life in Budd Inlet and our local streams.

We will place less pressure on our local landfills, thanks to state and national packaging standards, local solid waste incentives, and the voluntary actions of our community members. A majority of Olympia households will be using urban organic compost on their landscapes. Artificial fertilizers no longer contaminate local water bodies.

## **Public Health, Parks, Arts and Recreation**

### **What Olympia Values:**

*Olympians value the role parks, open space, recreation and art play in our lives; as these contribute to our sense of community, and to our physical, spiritual and emotional well-being.*

## **Our Vision for the Future:**

*A healthy, fun and enriching place to live.*

**Places where we can move:** The many parks and open spaces throughout our community will be key to maintaining the health of our children, and all Olympians. The Olympia School District will work with the City to allow maximum feasible public use of School District gyms and playgrounds.

**Programs that support health:** The City's work with school districts and local and state health agencies will foster programs that encourage good nutrition and exercise. These programs will complement other City regulations that are encouraging both urban agriculture and markets for sale of local and regional produce.

**A biking city:** Olympia will be continually expanding and upgrading its bicycle facility network and will see major increases in bike use, for both commuting and recreation. In selected areas where cyclists tend to concentrate, the City will provide separated bike facilities.

**Olympians walk – everywhere:** We envision a city in which all neighborhoods have sidewalks on at least one side of major collector streets. This, along with more pedestrian crossing improvements and neighborhood pathways, traffic calming devices, and enforcement of traffic laws, will contribute to a dramatic increase of walking in Olympia.

**An arts magnet:** The City will continue to sponsor and support music and art events and festivals, which attract residents and visitors from throughout the area. The City will take advantage of provisions in state law to fund art throughout Olympia.

## **Economy**

### **What Olympia Values:**

*Olympians recognize the importance of our quality of life to a healthy economy. We value our status as Washington State's capital, as well as our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.*

## **Our Vision for the Future:**

*Olympia's economy is healthy due to a diverse mix of new and existing employment sectors, in addition to being the center of state government.*

Because of our careful planning the Olympia economy will remain stable, especially when compared to similar cities throughout the state and region. The City's investment in the downtown will encourage market-rate housing, many new specialty stores and boutiques, and attract visitors to places such as Percival Landing, the Hands on Children's Museum, and our many theatre and art venues. Its work to strengthen regional shopping nodes, such as the area around Capital Mall, will provide high-density housing, transit, pedestrian and bicycle access, making our state capital a popular destination to live, work, play and study.

Entrepreneurs, attracted to an urban environment with an open and accepting culture, will create new start-ups in Olympia that diversify our job market and economy, making it less vulnerable to downturns in state government.

Meanwhile, on the city's outskirts, small farms will continue to expand. Local food producers will further diversify local employment opportunities and help local residents and businesses be less vulnerable to the rising cost of imported food.

## **Public Services**

### **What Olympia Values:**

*Olympia residents value the protection our police, fire, and emergency medical services provide. They also support codes that enforce the City's efforts to maintain neighborhood quality, adequate and affordable housing for all residents, community gathering places, and recreational centers.*

### **Our Vision for the Future:**

*Responsive services and affordable housing for all.*

By adopting "affordable" housing program criteria, the City will help assure all residents can meet their basic housing needs. We believe this will contribute to a regional goal to end homelessness in our community. In turn, this would contribute to reducing the cost of City police and social services and make the downtown more attractive for businesses and

visitors.

The strong code enforcement programs that will emerge from community involvement in every neighborhood will help protect the safety and distinct identity of all Olympia neighborhoods.



A new pair of townhomes reflects Olympia's historic character.

Our community defines "neighborhood character" as accessible, sustainable, and culturally inclusive neighborhoods. These are defined as:

- Accessible: Includes ADA compliancy, multi-mobility, and housing affordability.
- Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.
- Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians to the built environment and to our cultural heritage past and present.

Olympia's "[Urban Design Vision and Strategy](#)," appreciation of the area's history and sustainable community philosophy all provide additional direction for this chapter. In particular, the sustainability policies call for us to consider the long-range implications of our land use decisions and to provide for a pattern of development that can be sustained and enjoyed by future generations.



August 9, 2021

Dear Olympia Planning Commissioners,

Thank you for the opportunity to answer your questions about the proposed amendments to the Comprehensive Plan. We value your dedication to this community and your contributions to shape the place we live and love.

The question brought to our attention is regarding the impetus for this action. Why are these changes being brought forward at this time? We have been receiving a strong call for equity in Olympia. We recognize the need to look broadly across our policies to create change that will bring about justice and inclusivity. While we could have waited until the next periodic update of the Comprehensive Plan in four years, we felt compelled to listen to our community and act. As some on the Planning Commission have named, the undefined term of “neighborhood character” has been used to resist changes that seek to undo the harm caused by exclusionary housing policies. While these policies have specifically excluded people of color, they have broadly impacted all people of lower socioeconomic status.

This update is also a process improvement. It is problematic to have undefined language in any policy if it serves as a source of ambiguity and debate. The term “neighborhood character” is linked to the Engineering Design and Development Standards (EDDS), which give our staff direction on how to evaluate new development. Not having this term defined has been a hole in our community’s vision. It is our responsibility to correct this issue in our policy, since many more decisions that shape our city will be made before the next periodic update to the Comprehensive Plan.

It was also asked – why not just remove “neighborhood character” altogether? We considered this idea. Our original inquiry to staff included the possibility to either remove or define this term. Ultimately, because this term is woven throughout several sections of the Comprehensive Plan, is tied to the EDDS, and is identified in the Growth Management Act, we decided that it would be more appropriate to define this term than remove it. We also received feedback from the Deputy State Historic Preservation Officer, who encouraged us to consider that diverse communities also have character. We recognize that “neighborhood character” is important and can be used to build a stronger, more inclusive Olympia that will help us realize the goals of our Comprehensive Plan.

We find it important to include equity and the history of exclusion at the top of the values and visions section of the Comprehensive Plan. The details of this history are included in our recently approved Housing Action Plan. Environmental sustainability and the economy have long been priorities of the city. Because of these goals, we have beautiful parks, strong environmental practices, a vibrant local economy, and a cherished downtown. **Equity has never been included in the Comprehensive Plan as a value of our city.** For that reason, our work on the environment, economy, and every action of our city has disproportionately benefited those who have had greater access to residency in Olympia. Because people have been intentionally excluded from our community,

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Page 2

they are impacted in ways far greater than housing alone. By naming the history of exclusion at the very top of our values and vision section, we are acknowledging the role that government has played and are sending a message that we are committed to change.

There was also a question from the Planning Commission as to whether there is a middle ground on the language that we have proposed. Planning staff have included additional language in the proposed amendment that will help guide their work at the city. It has been reviewed by the Equity and Inclusion Coordinator and brought to the attention of founding members of the soon-to-be-formed Social Justice and Equity Commission. It has also been evaluated and refined with input from the Heritage Commission. We are aware that the Coalition of Neighborhood Associations has also proposed language for your consideration. At the heart of this discussion is the question: what are the desirable characteristics of our neighborhoods? We welcome your recommendations on how we could answer this question to create a more just, equitable, and inclusive community.

Sincerely,

Councilmembers Yến Huỳnh, Dani Madrone, and Jim Cooper



# Staff Recommendation for Neighborhood Character

## 2021 Comprehensive Plan Amendment Application Part C

### **Proposed in Application Materials:**

Our community defines “neighborhood character” as accessible, sustainable, and culturally inclusive neighborhoods. These are defined as:

- Accessible: Includes ADA compliancy, multi-mobility, and housing affordability.
- Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.
- Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians past and present.

### **Additional Bullet, as proposed by staff:**

- Physical characteristics of neighborhoods are not stagnant and will change over time. Consideration of neighborhood character will be made for attributes such as design elements of buildings (mass, scale, materials, setting, and setbacks), parking, parks and open space, provision of City utilities, street grids and connections, and street trees. These will be balanced with other plan goals and policies, such as increasing the variety of housing types and providing pedestrian oriented streets, and implemented through the City’s development regulations.

# Community Values & Vision

During 2009-2014, the City and public engaged in a broad update to Olympia's Comprehensive Plan. The City held over 30 public meetings and collected over 2,000 comments from community members about what they value in Olympia and their vision for Olympia's future. These community values and visions are distilled below and reflected in the goals and policies throughout the Comprehensive Plan.

## ACKNOWLEDGEMENT

We acknowledge that Olympia resides within the traditional lands of the Steh-Chass of Budd Inlet (aka the Squaxin Island Tribe). The Tribe has offered these words for acknowledgement:

*"The Squaxin Island Tribe's habitation of what is now Olympia spans thousands of years. The ancestral families who lived and thrived here named it Steh-Chass, and occupied prosperous villages along the shores. Archeological findings of ancestral artifacts in the area suggest habitation by Squaxin ancestors since the retreat of the glaciers during the last Ice Age. Today, the Squaxin people continue stewardship of these ancestral lands, from the Deschutes watershed and what is now Budd Inlet. The Steh-Chass (Squaxin) continue to call themselves 'People of the Water' because of the bounty of the region's waterways, which have sustained the people for millennia."*

The City of Olympia will continue to strengthen our government-to-government relationship with the Squaxin Island Tribe to support our shared environmental, economic, and community goals.

## EQUITY

### What Olympia values:

As evident through the City's Housing Needs Assessment, our community is becoming more diverse. This includes changes in racial demographics, an increase in the number of aging adults, and changes in average household size and income. Olympians value and respect the identities and lived experiences of our community members, regardless of race, color, creed, national origin, class, gender, age, or ability. We believe that

embracing equity enhances the livability and vibrancy of our beautiful city for all residents.

### **Our Vision for the Future:**

We envision a future where Olympia has a diverse and inclusive community, a robust and resilient local economy, and a strong multicultural arts and heritage presence for all to enjoy.

To build a truly livable and vibrant city, we understand that we must provide equitable access to the necessities of life, including housing, mobility, food, services, education, and meaningful work. We must consider the diverse needs of our residents in planning the long-term growth and development of Olympia. Giving everyone an opportunity to participate in the civic, economic, and cultural life of the city will lead to greater quality of life and sustainable local economy.

## **Public Participation and Partners**

### **What Olympia Values:**

*Olympians value their right to participate in City government, and to engage in meaningful, open and respectful community dialogue regarding decisions that affect our community.*

### **Our Vision for the Future:**

*Through collaborative and open discussions, Olympians embrace a shared responsibility to make our community a better place.*

The City of Olympia places a high priority on engaging citizens early and often and regularly demonstrates how the voices of the community are heard. When issues come up, the City's healthy public participation process helps each segment of the community to understand the larger picture and the need to act in the best interest of the City as a whole. Olympia engages the public in major decisions through a variety of methods, including community conversations, public forums, and interest-based negotiation, and makes sure these citizens know how their input was used. Because of this, the City has built trust with the community.

## Our Natural Environment

### **What Olympia Values:**

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

### **Our Vision for the Future:**

*A beautiful, natural setting that is preserved and enhanced.*

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

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

## Land Use and Urban Design

### **What Olympia Values:**

*Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens in neighborhoods, downtown, and along our shorelines.*

### **Our Vision for the Future:**

*A walkable, vibrant city.*

We envision a capital city of pedestrian-oriented streetscapes, livable and affordable neighborhoods, safe and meaningful street life, and high-quality civic architecture. Through collaboration with other agencies and partners, our urban waterfront will be a priceless asset, eventually running along the

Deschutes River from Tumwater's historic buildings, down past Marathon and Heritage parks to Percival Landing and the Port Peninsula.

Capitol Way will be a busy and historic boulevard linking the waterfront and downtown to the Capitol Campus. By creating plazas, expanded sidewalks, and public art in public places, we will stimulate private investment in residential and commercial development, increasing downtown Olympia's retail and commercial vitality.

Olympia will work to create "urban nodes" of higher density and mixed-use development in specific locations along our urban corridor. We will encourage infill projects and remodeling of older structures; in turn we will begin to create a more walkable community, where historic buildings and neighborhoods are valued, preserved, and adapted to new uses.

Well-implemented neighborhood sub-area planning will help us determine unique neighborhood assets to protect and enhance; where and how to increase density and retain green space; and develop safe and convenient access to everything from grocery stores, to schools, neighborhood parks, community gardens and neighborhood gathering places.

## **Transportation**

### **What Olympia Values:**

*Olympians want a transportation system that can move people and goods through the community safely while conserving energy and with minimal environmental impacts. We want it to connect to our homes, businesses and gathering spaces and promote healthy neighborhoods.*

### **Our Vision for the Future:**

*Complete streets that move people, not just cars.*

**Biking & Walking:** Olympians, both young and old, will be able to walk or bike to work, school, shopping, and recreation. Bike lanes and sidewalks will be safely integrated and often buffered from traffic along arterials and collectors throughout the city. Pedestrians and bicyclists will use trails and pathways built through open areas, between neighborhoods, and along shorelines. Sidewalks, both in compact, mixed-use neighborhoods and downtown, will encourage walkers to stop at shops and squares in lively centers near their homes. Trees and storefront awnings will line the streets.

**Commuting:** We envision a future in which nearly all residents will live within walking distance of a bus stop, and most people will commute by foot, bicycle, transit or carpool. Drivers will use small vehicles fueled by renewable resources. Electric buses will arrive every ten minutes at bus stops along all major arterials.

**Parking:** Parking lots for car commuters will be located on the edges of downtown, hidden from view by offices and storefronts. Variable pricing of street meters and off-street lots will ensure that parking is available for workers, shoppers and visitors. Short and long-term bike parking will be conveniently located. Throughout town, streets will provide room for both bike lanes and parking, and will be designed to slow traffic.

**Safety:** Because slower speeds will be encouraged, and crosswalks and intersections will be safer, deaths and injuries from collisions will be nearly eliminated.

## Utilities

### **What Olympia Values:**

*Olympians value a drinking water supply that is owned and controlled by the City. We want wastewater and stormwater treated effectively before it is discharged into Puget Sound. We understand and value the role that 'reuse, reduction and recycling' plays in our effort to conserve energy and materials.*

### **Our Vision for the Future:**

*Clean, plentiful water and significant reduction of waste.*

Through careful planning, improved efficiency of our drinking water use and rates that encourage conservation, Olympia will be able to meet the water needs of its future population. Our improved water treatment and reduced wastewater and storm water discharge will support abundant aquatic life in Budd Inlet and our local streams.

We will place less pressure on our local landfills, thanks to state and national packaging standards, local solid waste incentives, and the voluntary actions of our citizens. A majority of Olympia households will be using urban organic compost on their landscapes. Artificial fertilizers no longer contaminate local water bodies.

## Public Health, Parks, Arts and Recreation

### **What Olympia Values:**

*Olympians value the role parks, open space, recreation and art play in our lives; as these contribute to our sense of community, and to our physical, spiritual and emotional well-being.*

### **Our Vision for the Future:**

*A healthy, fun and enriching place to live.*

**Places where we can move:** The many parks and open spaces throughout our community will be key to maintaining the health of our children, and all Olympians. The Olympia School District will work with the City to allow maximum feasible public use of School District gyms and playgrounds.

**Programs that support health:** The City's work with school districts and local and state health agencies will foster programs that encourage good nutrition and exercise. These programs will complement other City regulations that are encouraging both urban agriculture and markets for sale of local and regional produce.

**A biking city:** Olympia will be continually expanding and upgrading its bicycle facility network and will see major increases in bike use, for both commuting and recreation. In selected areas where cyclists tend to concentrate, the City will provide separated bike facilities.

**Olympians walk – everywhere:** We envision a city in which all neighborhoods have sidewalks on at least one side of major collector streets. This, along with more pedestrian crossing improvements and neighborhood pathways, traffic calming devices, and enforcement of traffic laws, will contribute to a dramatic increase of walking in Olympia.

**An arts magnet:** The City will continue to sponsor and support music and art events and festivals, which attract residents and visitors from throughout the area. The City will take advantage of provisions in state law to fund art throughout the Olympia.

## Economy

### **What Olympia Values:**

*Olympians recognize the importance of our quality of life to a healthy economy. We value our status as Washington State's capital, as well as our community businesses as a source of family wage jobs, goods and services, and various other contributions that help us meet community goals.*

### **Our Vision for the Future:**

*Olympia's economy is healthy due to a diverse mix of new and existing employment sectors, in addition to being the center of state government.*

Because of our careful planning the Olympia economy will remain stable, especially when compared to similar cities throughout the state and region. The City's investment in the downtown will encourage market-rate housing, many new specialty stores and boutiques, and attract visitors to places such as Percival Landing, the Hands on Children's Museum, and our many theatre and art venues. Its work to strengthen regional shopping nodes, such as the area around Capital Mall, will provide high-density housing, transit, pedestrian and bicycle access, making our state capital a popular destination to live, work, play and study.

Entrepreneurs, attracted to an urban environment with an open and accepting culture, will create new start-ups in Olympia that diversify our job market and economy, making it less vulnerable to downturns in state government.

Meanwhile, on the city's outskirts, small farms will continue to expand. Local food producers will further diversify local employment opportunities and help local residents and businesses be less vulnerable to the rising cost of imported food.

## Public Services

### **What Olympia Values:**

*Olympia residents value the protection our police, fire, and emergency medical services provide. They also support codes that enforce the City's efforts to maintain neighborhood quality, adequate and affordable housing for all residents, community gathering places, and recreational centers.*

**Our Vision for the Future:**

*Responsive services and affordable housing for all.*

By adopting "affordable" housing program criteria, the City will help assure all residents can meet their basic housing needs. We believe this will contribute to a regional goal to end homelessness in our community. In turn, this would contribute to reducing the cost of City police and social services and make the downtown more attractive for businesses and visitors.

The strong code enforcement programs that will emerge from citizen involvement in every neighborhood will help protect the safety and distinct identity of all Olympia neighborhoods.

**From:** [Oly CNA](#)  
**To:** [Joyce Phillips](#)  
**Cc:** [Melissa Allen](#)  
**Subject:** Suggested Changes from the CNA working group on Neighborhood Character  
**Date:** Thursday, July 15, 2021 2:53:16 PM

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**External Email Alert!**

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

It was the group's consensus that some changes to your proposed additional bullet is worthy. Please let me know if you would like to discuss further. -- Thanks.

Suggested Revisions

*"Our community defines "neighborhood character" as to include accessible, sustainable, and culturally inclusive neighborhoods.*

- *Accessible: Includes ADA compliancy, multi-mobility, and housing affordability.*
- *Sustainable: Promotes a healthy environment, a diverse and resilient local economy, and historic preservation, including, reuse, and adaptability of existing buildings.*
- *Culturally inclusive: Recognizes, supports and promotes diverse housing types, strong arts and historic preservation, and the various contributions of diverse Olympians past and present.*

*Added Bullet*

*Neighborhood character is an amalgam of various elements that give a neighborhood its distinct "identity." Neighborhood characteristics are not stagnant and will change over time. Consideration of neighborhood character will vary by the unique features of a neighborhood and includes its physical, social and economic attributes that contribute to its sense of place and identity. These elements may include a neighborhood's land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parking, parks and open space, provision of City utilities, street grids and connections, and street trees.*

*The City will balance its goals and policies by considering potential impacts to the unique geography, character or historical context of a residential neighborhood to provide the best outcome for the community as a whole.*

--

Larry Dzieza, Chair  
CNA  
[cna.olympia@gmail.com](mailto:cna.olympia@gmail.com)

**2021 Comprehensive Plan Amendments**  
**Summary of August 16<sup>th</sup> Planning Commission Deliberations**  
(Not a verbatim transcript)

The Commission decided to consider action on each of the three parts of the proposed Comprehensive Plan Amendments application separately. This business item begins at approximately 1 hour, 23 minutes, 45 seconds of meeting recording (media).

The media is available on the city calendar: <https://olympia.legistar.com/Calendar.aspx>. Once there, select 2021 and Planning Commission in the drop down menus, then click on Media (highlighted below in red).

| Name                                | Meeting Date | Meeting Time | Meeting Location                                                                                                                                                                                                                         | Meeting Details                 | Agenda                 | Minutes       | Media                 |
|-------------------------------------|--------------|--------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|------------------------|---------------|-----------------------|
| <a href="#">Planning Commission</a> | 9/20/2021    | 6:30 PM      | Room 207                                                                                                                                                                                                                                 | <a href="#">Meeting details</a> | Not available          | Not available | Not available         |
| <a href="#">Planning Commission</a> | 8/17/2021    | 5:30 PM      | Online and via phone:<br><i>Finance Subcommittee Register to attend: <a href="https://us02web.zoom.us/j/81464909586?pwd=ZW0yUW92WDRUbESzOGHK2v5mhOUt0Q">https://us02web.zoom.us/j/81464909586?pwd=ZW0yUW92WDRUbESzOGHK2v5mhOUt0Q</a></i> | <a href="#">Meeting details</a> | <a href="#">Agenda</a> | Not available | Not available         |
| <a href="#">Planning Commission</a> | 8/16/2021    | 6:30 PM      | Online or via phone:<br><i>Register to attend: <a href="https://us02web.zoom.us/j/85273393519?pwd=TE5jb2dVZ0VBRVlFOZFE9ma0ZYnI0dz0Q">https://us02web.zoom.us/j/85273393519?pwd=TE5jb2dVZ0VBRVlFOZFE9ma0ZYnI0dz0Q</a></i>                 | <a href="#">Meeting details</a> | <a href="#">Agenda</a> | Not available | <a href="#">Media</a> |

**PART A (Multimodal Transportation Concurrency Text Amendments)**

begins at approximately 1 hour, 33 minutes, 29 seconds of the meeting recording

MOTION

**Commissioner Carlos:** Motion to accept the revised amendments in Part A for transportation multimodal concurrency.

**Commissioner Cunningham:** Second the motion.

DISCUSSION

**Commissioner Nejati:** Requested to see slide with Staff's recommendation for Part A. Commissioner Nejati stated she has no qualms with the recommendations for Part A.

**Commissioner Millar:** She likes the idea of removing level of service, which is kind of archaic, and focusing on capacity, and for all modes, to include bicycles, pedestrians, and transit. Also likes the idea that instead of addressing congestion this looks at capacity, which increases the opportunity for other modes to create that capacity. She's in favor of this.

**Commissioner Quetin:** In general he's also positive about these changes. Levels of service is still included in later parts, such as in 9.1. Should we suggest bringing more of that capacity language down farther in the document so that capacity is considered first?

[Note: Transportation Policy 9.1 states: “Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.”]

**Commissioner Cunningham:** Agree with the comments on capacity and level of service. Some of the most iconic streets, such as at Pike Place Market, or Market Street in San Francisco, would have a level of service of F but are some of the most treasured, culturally relevant streets we have. Sometimes level of service is counter-intuitive.

**Commissioner Nejati** agreed with what has been said but did voice a concern that the changes Commissioner Quetin mentioned may be tied to traffic impact fees and may need to be part of a larger discussion before changes are made.

**Joyce Phillips** added that the City adopted new transportation concurrency measures, and related transportation impact fee changes were made, because measures now include all modes of transportation. She stated that the City is required to have a level of service for transportation and we are required to have concurrency standards for transportation. The change that was made was regarding what gets measured in determining level of service. It was based on levels A, B, C, D, E and volume to capacity for vehicles, but is now based on person trips for all modes for a complete system.

**Commissioner Quetin** indicated that the multimodal concurrency standards described satisfies the issue he had raised.

#### VOTE

The motion passed unanimously.

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**PART B (Future Street Connections in the Southeast Part of the City, Area Known as LBA Woods)** begins at approximately 1 hour, 47 minutes of the meeting recording

#### MOTION

**Commissioner Cunningham** moved to approve the amendments to remove the Log Cabin Road extension with the caveat that it be reviewed again in ten years.

**Commissioner Adams:** Second.

**Joyce Phillips** asked for clarification as to whether or not the motion included the other future street connections in this area that were also included in the application materials.

**Commissioners Cunningham and Adams** agreed to the clarification that yes, the motion included the removal of the additional streets, as proposed in the application.

## DISCUSSION

**Commissioner Quetin** stated he was excited for the opportunity to not have that road in the Comprehensive Plan and acknowledged that it was clear in the public comments that people were passionate about having access to this type of green space.

**Commissioner Nejati** stated she is excited for this future street to be removed from the plan. She stated that with the City's backlog on maintenance for streets it makes sense to not have new streets in the plan. Commissioner Nejati asked staff what the recommendation would be for those listening this evening to do, to stay involved on this issue, since this amendment does include that the issue will be reassessed in ten years, or to perhaps increase capacity of Morse-Merryman Road or Boulevard Road for buses, bikers, and sidewalks.

**Joyce Phillips** suggested that people who want to look at related opportunities should consider being involved in things like the work on the transportation chapter of the comprehensive plan during the periodic update; any work related to the transportation master plan (although it was just recently adopted so not likely to be updated right away); any personal efforts they can take to reduce the need for new roads (biking, walking, taking transit, etc.); and participating in regional transportation planning efforts.

**Chair Millar** stated she is excited about the option of removing the road and increasing the capacity of other modes. It is also consistent with many of the other goals of the comprehensive plan. We have so many roads that are in need of repair. Chair Millar stated her support of this motion.

## VOTE

The motion was passed unanimously.

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## **PART C (Equity, Inclusion, Neighborhood Character)**

begins at approximately 1 hour, 55 minutes of the meeting recording

**Chair Millar** summarized the proposed amendments, modifications suggested by staff, and acknowledged that the Council of Neighborhoods Association subcommittee had also requested changes.

## MOTION

**Commissioner Nejati** moved to approve the changes for Part C with the two modifications proposed by staff and incorporating the suggestions by Commissioner Richmond to the Values and Vision chapter.

**Commissioner Carlos** seconded the motion.

**Commissioner Ehlers** asked for clarification of **Commissioner Richmond's** suggestions. What is it intended to modify? **Chair Millar** stated it was intended to replace the Acknowledgement language

proposed in the Values and Vision chapter. This is in addition to the Neighborhood Character language discussed.

## DISCUSSION

**Commissioner Richmond** spoke to her proposed revisions. She stated the reason she wrote this was because her of her initial reaction to the proposed language. She wanted to change the style and tone of the language and shorten it as well. She wanted it to be brief but to retain the intent of the amendment. Headings were added. She did retain the language about the Tribe but proposed removing language about specific groups that were mentioned as being previously marginalized. Instead, language was based on the categories that are already protected by law. This can be politicized, so trying to work on tone. Not trying to politicize, offend, or debate this issue in the plan. Wants to add back the sentence that states “We envision a future where Olympia has a diverse and inclusive community, a robust and resilient local economy, with a strong multicultural arts and heritage presence for all to enjoy.” Commissioner Richmond stated that she deleted reference to redlining and displacement of BIPOC (Black, Indigenous, People of Color) people and reference to the history of the Chinese population. While these are important facts that people should be aware of, this didn’t seem like the right place for this language. Assertions are necessarily validated in the plan so it either needs more discussion in the body of the plan or it should be removed here.

**Chair Millar** stated it would be good to have a copy of Commissioner Richmond’s proposed wording shown in track changes, so the Commission could better compare the two versions of text. That should be distributed to the Commissioners before it is discussed further or voted on by the Commission.

**Commissioner Richmond** offered to provide a version in Track Changes.

**Commissioner Carlos** thanked **Commissioner Richmond** for the proposal and indicated she would like to review the two proposals side by side. Also, because some of the language is political, she would like to compare the two versions in more detail.

**Commissioner Cunningham** commented that the language about the Tribe should reflect the Tribe’s wishes. He thanked Commissioner Richmond for her work and indicated that he would like to compare the two versions, side by side as well, because it is a lot to keep track of without being able to do that. We have a lot in our plan that we talk about but without having discussion about the justification or why we are addressing it. So why would equity be held to that standard? It is important for undoing some of the racist policies of the past that we name them and work intentionally to overcome them, so it is for that reason he doesn’t support the bulk of Commissioner Richmond’s changes.

**Commissioner Nejati** asked about calling out the racially restrictive covenants or past redlining practices and asked for where the information could be found. She couldn’t find any redlining maps for Olympia online. **Chair Millar** mentioned articles she has read in the past about redlining and restrictive covenants – even if there are no maps there is documentation that it occurred.

**Commissioner Adams** stated that there are certainly some old covenants that have racial language in them, but many have been amended, or the associations are no longer active.

**Commissioner Cunningham** referred to Emmett O’Connell’s comments that had mentioned redlining practices and included links to reports.

**Chair Millar** stated that it is getting late and that she would like more time to consider **Commissioner Richmond’s** proposed language, in Track Changes. There is a motion on the table. Do other Commissioners have a problem with delaying the vote until the next meeting on September 20<sup>th</sup>? Chair Millar asked Commissioners to indicate, by way of raising their hands, if delaying the vote on this (Part C) until the next meeting, is acceptable.

**Joyce Phillips** informed the Commission that she is fairly certain that Councilmember Madrone shared the proposed language with the Squaxin Island Tribe for their review and consideration before it was submitted. Joyce also stated that the proposed language was reviewed by the City’s Equity and Inclusion staff. She wanted to share this information with Commissioners in case it helped as they continued to consider the proposed language.

**Commissioner Cunningham** stated that, in regard to the fourth bullet point proposed, he was also going to think about whether including it diminishes the language proposed by Council. The fourth bullet point may add back in some of the ambiguity the language was trying to address, so he wants to think about more.

**Commissioner Nejati** stated she would like it if Commissioner Cunningham could forward the articles about redlining in Olympia that he referred to since she hasn’t been able to find that. She encouraged Commissioner Cunningham to compare the fourth bullet to the proposed language from the CNA and to consider whether or not the definition, as proposed without the fourth bullet, still makes sense as its used throughout the plan. Commissioner Nejati shared that without the fourth bullet it is more about what Olympia values, and it isn’t really getting down to the neighborhood level. The fourth bullet expands on some of that a little bit (like building mass) without including the socio-economic piece that is often used to prevent development.

**Chair Millar** stated that the fourth bullet is more factual-driven than value-driven. She noted its relationship to development regulations.

**Joyce Phillips** encouraged Commissioners to go back to the Character Discussion handout, where places in the Comprehensive Plan that discuss neighborhood character are summarized, and the physical attributes are described and highlighted. It does relate to some of the City’s development regulations, but is also discussed in those other parts of the plan. The fourth bullet pulls those items together and puts them in one place, but the language it is based on still remains in other parts of the plan.

**Joyce Phillips** offered to provide the existing information to the Commissioners in any format the Commission would like.

**Commissioner Quetin** asked if there had been any examples of neighborhood character being used to prevent a development.

**Joyce** indicated she wasn’t aware of any specifically but that she would ask current planners to provide any examples.

**Chair Millar** clarified that earlier, when she said the fourth bullet was factual-based, what she meant was that it covers measurable attributes, which is really helpful when trying to describe neighborhood character.

**Commissioner Richmond** suggested that **Commissioner Quetin** may want to Google neighborhood character and project denial, that he would probably get several examples. The examples Commissioner Richmond is aware are from elsewhere, not the City of Olympia.

**Chair Millar** stated that it sounds like Commissioners have more work to do on this issue and that the Commission can pick up where it is leaving off at its next meeting in September.

**Chair Millar delayed further discussion and action on this until the September 20, 2021, meeting.**