



Meeting Agenda

Land Use & Environment Committee

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8244

Thursday, October 21, 2021

5:30 PM

Online and Via Phone

Register to Attend:

https://us02web.zoom.us/webinar/register/WN_gg6g51mFTsisxQFCu0MjFg

1. CALL TO ORDER

2. ROLL CALL

3. APPROVAL OF AGENDA

4. PUBLIC COMMENT

(Estimated Time: 0-15 Minutes)

During this portion of the meeting, community members may address the Committee for up to two (2) minutes regarding the Committee's business meeting topics.

5. APPROVAL OF MINUTES

- 5.A** [21-1009](#) Approval of September 16, 2021 Land Use & Environment Committee Meeting Minutes

Attachments: [Minutes](#)

6. COMMITTEE BUSINESS

- 6.A** [21-0977](#) 2021 Annual Comprehensive Plan Amendments

Attachments: [Planning Commission Recommendation](#)
[Webpage with Link to Applications](#)
[Community Values and Vision Chapter](#)
[Land Use and Urban Design Chapter Excerpt](#)
[Transportation Chapter Excerpt](#)
[Neighborhood Character Proposals](#)
[Acknowledge Language Proposals](#)
[Public Comments](#)

- 6.B** [21-0971](#) Hearing Examiner Contract Review and Reporting

Attachments: [Agreement for Professional Services - 2013](#)
[Amendment No. 3 to Professional Services Agreement - 2019](#)

- 6.C** [21-0994](#) Martin Way Corridor Study

Attachments: [Thurston Regional Planning Council Study Website](#)

7. REPORTS AND UPDATES

8. ADJOURNMENT

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 Council Committee meeting, please contact the Council's Executive Assistant at 360.753.8244 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

Land Use & Environment Committee

Approval of September 16, 2021 Land Use & Environment Committee Meeting Minutes

Agenda Date: 10/21/2021
Agenda Item Number: 5.A
File Number:21-1009

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

Title

Approval of September 16, 2021 Land Use & Environment Committee Meeting Minutes



Meeting Minutes - Draft

Land Use & Environment Committee

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8244

Thursday, September 16, 2021

5:30 PM

Online and Via Phone

1. CALL TO ORDER

Chair Madrone called the meeting to order at 5:30 p.m.

2. ROLL CALL

Present: 3 - Chair Dani Madrone, Committee member Clark Gilman and Committee member Yến Huỳnh

2.A OTHERS PRESENT

Community Planning and Development staff:
Director Leonard Bauer
Planning and Engineering Manager Tim Smith
Senior Planner Cari Hornbein

3. APPROVAL OF AGENDA

The agenda was approved.

4. PUBLIC COMMENT

The following people spoke: Amos Callendar and Lisa Parks.

5. APPROVAL OF MINUTES

5.A [21-0898](#) Approval of August 19, 2021 Land Use & Environment Committee Meeting Minutes

The minutes were approved.

6. COMMITTEE BUSINESS

6.A [21-0860](#) SE Annexation Options Recommendation

Mr. Smith presented Southeast annexation options and recommendations.

The discussion was completed.

6.B [21-0852](#) Neighborhood Centers Update

Ms. Hornbein shared and update on the neighborhood centers project. Committee members asked questions and provided suggestions.

The information was received.

6.C [21-0839](#) Urban Waterfront Code Amendment Recommendations

Ms. Hornbein presented Urban Waterfront code amendment recommendations. The Committee asked if the Planning Commission would have the capacity to revisit some noted issues.

The Committee unanimously agreed to refer the Urban Waterfront code amendment to the Planning Commission for further consideration.

7. REPORTS AND UPDATES

Chair Madrone reported on the building decarbonization referral from the City Council. She shared that there will be regional discussions regarding the issue. Suggestions were made to refer the City buildings effort to the Finance Committee. Committee members agreed to provide that recommendation to the City Council.

Chair Madrone provided a brief update on the urban farmland work group mapping project.

Mr. Bauer shared information regarding the October Land Use and Environment Committee agenda. He noted a recent request for the Downtown Strategy update to move to a Council study session. He also recommended an update on the Downtown Parking Strategy be postponed to early 2022 and replaced in October by an update on the County's consideration of the Joint Plan for Olympia's urban growth area.

8. ADJOURNMENT

The meeting adjourned at 8:02 p.m.



Land Use & Environment Committee

2021 Annual Comprehensive Plan Amendments

Agenda Date: 10/21/2021
Agenda Item Number: 6.A
File Number:21-0977

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

Title

2021 Annual Comprehensive Plan Amendments

Recommended Action

Committee Recommendation:

Move to accept the recommendation of the Planning Commission and forward the proposed amendments to the City Council for consideration.

City Manager Recommendation:

Move to accept the recommendation of the Planning Commission and forward the proposed amendments to the City Council for consideration.

Report

Issue:

Whether to accept the Planning Commission recommendation and forward the proposed amendments to Council for consideration.

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:

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 multimodal 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.

Public Hearing

The public hearing was held on August 2, 2021. Public comments were solicited, and several members of the public provided written comments and/or testimony at the public hearing.

Planning Commission Recommendation

The Planning Commission deliberated on the proposed amendments over several meetings. The Commission’s recommendation letter is attached, including comments of dissension from one Commissioner. In summary, the Commission is recommending approval of Part A as proposed; Part B with minor text amendments requested by the Washington State Department of Transportation; and to Part C, with modifications to the definition of Neighborhood Character proposed in the Land Use and Urban Design Chapter and modifications to the land acknowledgement language proposed in the Community Values and Vision Chapter.

While the proposed amendments impact every chapter of the Comprehensive Plan, primarily because of changing the word “citizen” to “resident” or “community member”, the most substantive changes proposed are to the Community Values and Vision, Land Use and Urban Design, and Transportation chapters. These three chapters are provided, in part, for consideration (see Attachments 3, 4, and 5). The excerpts of the chapters provide focus on the portions of the chapter where the most substantive changes are proposed. To see the full text of each chapter, as recommended by the Planning Commission, see the webpage (Attachment 2).

Neighborhood/Community Interests (if known):

There was a significant amount of public comment on portions of the proposed amendments, primarily about supporting Part B (street connections through the area known as LBA Woods) and expressing concern about the Neighborhood Character definition proposed in Part C. Most, if not all, of those commenting on neighborhood character agreed that the qualities proposed (accessible, sustainable, and culturally inclusive) were agreeable, many felt these were community values rather than characteristics of neighborhoods. The Council of Neighborhood Associations (CNA) suggested language that would put some language in the Community Values and Vision chapter and expand the description of neighborhood character in the Land Use and Urban Design chapter to include other aspects, such as social and economic attributes.

A summary of the proposed neighborhood character text, staff’s recommendation, and the proposal of the CNA is included in Attachment 6. In addition, all public comments received through October 4, 2021, are provided in Attachment 8.

Options:

1. Accept the Planning Commission recommendation and forward to Council for consideration.

2. Accept the Planning Commission recommendation and forward to Council for consideration with specific revisions.
3. Do not accept the Planning Commission recommendation and remand the proposed amendments back the Planning Commission with specific direction on issues to be reconsidered.

Financial Impact:

Comprehensive Plan Amendments are processed as part of the Department's base budget and do not require additional financial resources.

Attachments:

Planning Commission Recommendation
Webpage, with link to applications
Community Values and Vision Chapter
Land Use and Urban Design Chapter Excerpt
Transportation Chapter Excerpt
Neighborhood Character Proposals
Acknowledgement Language Proposals
Public Comments

Olympia Planning Commission

October 4, 2021

Olympia City Council
PO Box 1967
Olympia, WA 98507

Dear Mayor Selby and City Councilmembers:

The Olympia Planning Commission (OPC) is pleased to provide its recommendation on the proposed 2021 Comprehensive Plan Amendments. The OPC conducted a public hearing on August 2, 2021, and considered the written public comments and testimony provided.

The City proposed amendments were considered in three parts, as follows:

- 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 street connections in the southeast portion of Olympia, in the area known as “LBA Woods”.
- Part C: Text amendments requested by Council to improve language around equity and inclusion, including defining neighborhood character.

The Commission recommends approval of Part A as proposed; Part B as proposed and with the minor text amendments requested by the Washington State Department of Transportation; and recommends approval of Part C, as summarized below.

1. Accept changing the word “citizen” to “community member” or “resident” throughout the plan.
2. Accept changing all gender references in the plan to gender neutral pronouns.
3. In regard to the proposal to add a definition of Neighborhood Character, as proposed in the Land Use and Urban Design Chapter, the following language is recommended:

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 attributes that contribute to its sense of place and identity. These elements may include, but are not limited to, a neighborhood’s land use, urban design, visual resources, and/or historic resources. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parks and open space, provision of City utilities, street grids and connections, and street trees.

Our community considers it essential that all neighborhoods become accessible, sustainable, and culturally inclusive.

- *Accessible: Includes ADA compliancy, multimodal 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.*

Neighborhood character 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.

4. In regard to the equity language proposed in the Community Values and Vision Chapter, the Commission recommends the following language be used in place of the proposed language in the application:

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, sexual orientation, 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:

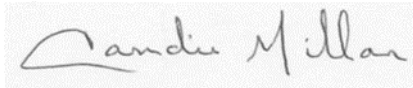
We envision a future where Olympia has a diverse and inclusive community, a robust and resilient local economy, and a strong multicultural arts and heritage presence for all to enjoy.

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.

The Commission recommends continued discussion of equity and inclusion, including any definition of Neighborhood Character. We recommend the continued discussion become part of the next Periodic Update of the Comprehensive Plan. Public processes, such as a study session, would be helpful to address and discuss the issues further with the community.

The Commission agreed that the proposals, as amended by the Planning Commission recommendation, are consistent with the Final Review and Evaluation Criteria in OMC 18.59.040. Thank you for the opportunity to review and make a recommendation on the proposed annual amendments.

Sincerely,




Candi Millar, CHAIR
Olympia Planning Commission



Aaron Sauerhoff, VICE CHAIR
Olympia Planning Commission

Olympia Planning Commission

MEMORANDUM


TO: Mayor Selby and Honorable City Councilmembers
FROM: Rad Cunningham, Commissioner 
DATE: October 4, 2021
SUBJECT: 2021 Annual Comprehensive Plan Amendments, Part C, Equity and Inclusion

Dissenting Viewpoint

The intent of the proposed comprehensive plan amendments put forward by council was to answer the demand for immediate action on equity in Olympia. If I had the option, I would have voted to adopt them without amendment. In my years as a planning commissioner, I have read many comment letters and listened to hours of testimony where neighborhood character was used to oppose zoning changes that would make affluent single family zoned neighborhoods more inclusive. I think the language adopted in our letter, adapted from a definition of neighborhood character CNA proposed, undermines the intent to define neighborhood character such that it cannot be used as an exclusionary tool. Similarly, I believe the equity language the commission recommended in the Community Values and Vision chapter weakens the language originally proposed by council. Although I could not vote against including additional equity language in the comprehensive plan, I lament leaving out critical pieces like recognizing our history of mortgage discrimination and the commitment to working with the Social Justice and Equity Commission on an equity framework for the upcoming comprehensive plan update.

Olympia Planning Commission

MEMORANDUM

TO: Mayor Selby and Honorable City Councilmembers
FROM: Greg Quetin, Commissioner 
DATE: October 8, 2021
SUBJECT: 2021 Annual Comprehensive Plan Amendments, Part C, Neighborhood Character

I support the definition of “neighborhood character” suggested by the Olympia Planning Commission and particularly the City Council’s intent in bringing forward this amendment. However, I consider moving this amendment forward now as part of an effort to reduce harm and I think that removing “neighborhood character” from the comprehensive plan altogether should be considered in the next Comprehensive Plan update. After considering the definition of “neighborhood character” in relation to this amendment to the Comprehensive Plan it is my conclusion that the amorphous definition of “neighborhood character”, and its history of use as a justification to exclude people in the United States, render the term of little use and considerable harm in our planning documents.

I suggest that we incorporate or highlight more concrete and specific issues into our land use and planning documents in the place of “neighborhood character”. Measurable aspects of our built environment, (for example, public services, affordable housing, transportation, noise, light, pollution, and public health) can serve as grounded points of discussion around which the priorities of the community can be discussed. In concert with these changes, I urge a proactive effort to embrace a process of Equitable Development, defined by the Environmental Protection Agency as an approach for meeting the needs of underserved communities through policies and programs that reduce disparities while fostering places that are healthy and vibrant. This process can work to improve input from across the community, particularly from those with less access to traditional avenues of input, and with consideration for future residents and generations who will call Olympia home.

Thank you for your efforts on these issues.

Olympia Planning Commission

MEMORANDUM

TO: Mayor Selby and Honorable City Councilmembers
FROM: Tracey Carlos, Commissioner
DATE: October 12, 2021
SUBJECT: 2021 Annual Comprehensive Plan Amendments, Pact C, Neighborhood Character

First I would like to say thank you for your commitment to diversity, equity, and inclusion in defining neighborhood character. I was impressed by the council's definition that stripped out all of the various ways that neighborhood character has been used throughout the US to exclude people from being able to live in communities. The issue is much larger than our city, which is evident when you see how many planning documents neighborhood character is referenced in around the US.

I voted to accept the City Council's recommendation with the added section from staff but I do believe it needs further study in future updates. It is my belief that we need to remove the phrase from the Comprehensive Plan completely. While redefining it helps, it is a bandage where surgery is needed. I am hoping to see us have study sessions that delve further into the history of racism in city planning so that we all can understand why this is so important.

I also agree with Commissioner Quetin that we incorporate or highlight more concrete and specific issues in our land use and planning documents in the place of neighborhood character. The arguments that it should remain in the Comprehensive Plan because of all the other documents it is in misses the point. The point of systemic racism is that it is pervasive and needs to be removed everywhere it spread to not ignored because it was successfully spread.

We live in a wonderful community that takes pride in setting trends in how to fix problems like these and I want to see us set the trend here too for Washington State. So again, thank you for bringing this issue forward in the Comprehensive Plan amendments so that we may address it.

Olympia Comprehensive Plan



What is the Comprehensive Plan?

A Comprehensive Plan describes the community's long-term vision and goals. Olympia first adopted a Comprehensive Plan over fifty years ago. In 2014, the City completed a major update of the Plan.

[View the Comprehensive Plan](#)

Annual Comprehensive Plan Amendment Process

Proposals to amend the Comprehensive Plan can be submitted at any time. However, state law only allows the City to amend the Plan once per year. For information about City's procedures and evaluation criteria, please see Chapter 18.59 of the Olympia Municipal Code (OMC).

How to submit an amendment

Applications for a Preliminary Comprehensive Plan Amendment must be made through the City's online permit portal. Each year the City Council establishes a deadline for such proposals. Applications submitted by that date (generally in mid-November) will be considered in the following calendar year.

2021 amendments

The City made an application to amend text and the Transportation 2030 maps in the Comprehensive Plan. The application consists of three parts, as follows:

- [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 street connections in the southeast portion of Olympia, in the area known as "LBA Woods".
- [Part C](#): Text amendments requested by Council to improve language around equity and inclusion.

The Olympia Planning Commission conducted a public hearing on Monday, Aug. 2, 2021. The Commission issued its recommendation to the City Council on October 4, 2021. The Land Use and Environment will consider the Planning Commission recommendation at its next meeting.



on October 21. The Council will make a decision on the annual Comprehensive Plan Amendments at a future public meeting, tentatively scheduled for November 16, 2021.

- [View the Planning Commission's recommendation letter](#)
- [Comprehensive Plan with recommended changes](#)



Capital Facilities Plan (CFP)

The CFP is a pending plan that outlines the timing, location, projected cost and revenue sources for the major projects and infrastructure improvements identified in the Comprehensive Plan. The CFP is reviewed and updated annually and can be viewed on the [Budget/Financial Reports web page](#).

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, sexual

orientation, 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-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 citizens-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 citizens-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 citizenscommunity 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 ~~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~~ community member involvement in every neighborhood will help protect the safety and distinct identity of all Olympia neighborhoods.

Land Use and Urban Design



A blending of old and new land uses.

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-community members in neighborhoods, downtown, and along our shorelines.



Our Vision for the Future:

A walkable, accessible, vibrant city.

Read more in the Community Values and Vision chapter

Introduction

How we choose to live within, and how we alter, our landscape is critical to our quality of life, and to whether that quality of life can be sustained and improved.

The State's 1990 [Growth Management Act](#)  called for Olympia to establish land use designations and densities sufficient for at least 20 years. The [County-Wide Planning Policies](#)  adopted by Thurston County and its seven cities in 1993 describe a common goal of concentrating growth in the urban areas "in ways that ensure livability, preservation of environmental quality and open space, varied and affordable housing, high quality urban services at least cost, and orderly transition of land from

County to City." We can choose to isolate land uses and neighborhoods, or blend them into a single vital community. We can create spaces separated by long travel distances, or provide for a variety of experiences in each part of the city. We can choose to use land efficiently for recreation, housing, and business while setting aside selected areas for open space and communing with nature, or we can create homogenous subdivisions and isolated commercial areas. We can employ architecture and landscaping reflecting Olympia's unique and historic character, or we can build places with little regard to the local landscape and climate. These choices will determine Olympia's form for many generations.

Our community seeks to:

- Encourage development in urban areas where public services and facilities are already present.
- Phase urban development and facility extension outward from the downtown area.
- Establish land use patterns that ensure residential densities sufficient to accommodate 20-years of population growth.
- Focus higher residential densities downtown, along urban corridors, and near neighborhood centers.
- Employ innovative development techniques that create a better community.



A new pair of townhomes reflects Olympia's historic character.

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 attributes that contribute to its sense of place and identity. These elements may include, but are not limited to, a neighborhood's land use, urban design, visual resources, and/or historic resources. This includes design elements of buildings (mass, scale, materials, setting, and setbacks), parks and open space, provision of City utilities, street grids and connections, and street trees.

Our community considers it essential that all neighborhoods become accessible, sustainable, and culturally inclusive.

- Accessible: Includes ADA compliancy, multimodal 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.

Neighborhood character 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.

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.

For example, mixed-use 'villages' and opportunities for residential development in commercial areas provide for increasing residential densities by blending land uses. By enabling less reliance on automobiles, by providing for compact development that requires less land, by efficiently providing streets, utilities, and services, and by establishing development densities and site designs that protect environmentally sensitive areas and reflect the capacity of natural systems, we can provide a quality community for coming generations.

We envision:

- Spaces that are safe and pedestrian-friendly
- Development that minimizes harm to the environment
- Densities and land use types consistent with many types of transportation
- Places for quiet residential uses, and places where economic activity is emphasized
- Walkable and accessible neighborhoods with unique centers and identities
- Development that complements the historic character of the community
- Recognition of the importance of lands near water
- A process for exploring the unique possibilities of each area with special attention given to Downtown, the Westside core area, the eleven planning 'subareas,' and other special geographic areas within the community

The focus here is on 'built' land uses such as housing and commercial structures and development patterns. Complementary parks, open spaces

Transportation



Bicyclists and an Intercity Transit bus share the road along Olympia's 4th Avenue Bridge.

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.

Introduction

Olympia's future transportation system will focus on moving people, not just cars. Our ability to create vibrant urban areas, reduce our environmental impact, and conserve our financial and energy resources will depend on an increase in walking, biking and transit.

Our future streets will work for all modes of transportation - thanks to our investment in sidewalks, bike lanes, trees, and safe crossings. We will build streets that are human scale, for people, as well as cars. A more connected grid of smaller streets will shorten trips for people walking, biking and driving, and allow trucks, buses and emergency vehicles to have direct and efficient routes.

As Olympia grows, we are learning to use a range of tools that will help us to both respond to growth and provide people with more choices. It won't eliminate congestion, but with the help of involved [citizenscommunity members](#), our future

System Capacity

One of the ways we gauge the quality of a community is how easily we get around. No one likes getting stuck in traffic. In Olympia, we are looking for new ways to ~~add capacity~~~~address congestion~~ - ways that retain the human-scale character of our streets - instead of adding more lanes.



Traffic and a cyclist move through downtown.

~~Transportation professionals use "level of service" ratings to describe vehicle congestion, ranging from A to F -- "A" being no congestion and "F" being heavy congestion.~~ The concept of concurrency means that as our community grows, ~~the level of service (level of congestion) that we consider acceptable for a specific street is maintained. To achieve this requires that~~ we add "capacity" to the street.

The capacity of a transportation system is traditionally thought of as the space needed on our streets to move cars. In Olympia, we ~~want to~~ look at capacity more broadly and see it as our ability to move *people*.

The street system can move more people when more trips are made by walking, biking, or riding the bus. ~~On streets that have unacceptable levels of motor vehicle congestion, and where widening is not appropriate, w~~We will increase

capacity on our streets by building facilities to support walking, biking, and transit. In many cases, adding roundabouts will be a key part of this approach.

~~This is needed most in the oldest parts of our city, where roads cannot be widened further. Considered "strategy corridors," these streets are already at the maximum five-lane width, have environmental constraints, or are adjacent to areas that are fully built-out.~~

Efforts to reduce auto trips, such as adding bike lanes and sidewalks and improving transit services will ~~be used to relieve traffic congestion and~~ increase capacity on all major streets, but especially on strategy corridors (See Appendix H, the Corridor Map, for strategy corridors.)

The project list and maps in Appendix B include system capacity improvements for vehicles likely to be needed over the next 20 years.

Appendix I shows Traffic Forecast Maps of current and future traffic volumes.

Goals and Policies

GT8 Impacts of new development on the transportation system are addressed by establishing **level of service network completeness** standards that **indicate when improvements are needed ensure that adequate transportation infrastructure is provided in concert with growth.**

PT8.1 Implement a system completeness framework for transportation concurrency in which the supply of new transportation infrastructure that supports growth shall exceed the travel demand of new growth.

- Supply is defined by the transportation concurrency project list identified in the Capital Facilities Plan
- Demand is measured by PM peak hour person trip generation
- Supply and demand are equated using "mobility units" as defined in OMC 15.20.020
- Mobility units of supply are considered available to support new development when the transportation improvement is fully funded, as identified in the Capital Facilities Plan

~~Measure level of service using the average vehicle volumes that occur during the highest volume, consecutive, two-hour period. Use the two-hour level of service as a screening tool to determine capacity needs at intersections and along~~

~~streets. Consider location efficiency in this calculation to remove disincentives for development along urban corridors where increased density is desired.~~

~~**PT8.2** Determine the need for, and feasibility of, motor vehicle capacity improvements, particularly widening the street. Consider the types of streets and connectivity of the street network in the area, environmental impacts, the impacts on the walkability and character of the area, cost, and physical constraints.~~

PT8.3-2 Consider signal upgrades and signal timing as standard ways to reduce congestion.

PT8.4-3 No street will exceed the width of five general purpose auto lanes (such as two in each direction and a center turn lane) mid-block when adding capacity to the street system. Turn lanes may be added as appropriate, with careful consideration of pedestrian and bicyclist safety.

PT8.5-4 Consider roundabouts instead of signals at intersections to maintain traffic flow.

~~**PT8.6** Establish and maintain appropriate levels of service using the following guidelines (see street system maps in Appendix B and Corridor Map in Appendix H):~~

- ~~• Level of service E will be acceptable on arterials and major collectors in the City Center and along urban corridors~~
- ~~• Level of service D will be acceptable in the rest of the City and Urban Growth Area~~
- ~~• Higher levels of service may be maintained in parts of the City because of low traffic demand~~
- ~~• For some intersections, level of service is F is acceptable~~
- ~~• On strategy corridors, where widening is not an option, levels of service may fall below adopted standards~~

PT8.7-5 Exempt transportation facilities and services of statewide significance from concurrency requirements per RCW [36.70A.070](#) (6). Proposed improvements to state-owned facilities will be consistent with the [Thurston Regional Transportation Plan](#) and the State Highway System Plan within Washington's Transportation Plan.

GT9 The impacts of new land-use development on the transportation system are mitigated appropriately.

PT9.1 Require mitigation for new developments so that transportation level of service does not fall below adopted standards, except where policies allow.

PT9.2 Require new development to construct improvements or contribute funds towards measures that will improve the function and safety of the streets, such as installing bike and pedestrian improvements, turn pockets or special lanes for buses, or roundabouts, or modifying traffic signals.



A bus stops on Capitol Way.

PT9.3 Ensure a fair distribution of new transportation-related costs to new developments through imposition of impact fees.

PT9.4 Use the [State Environmental Policy Act](#) to determine mitigation requirements for the impacts of new development on the transportation system.

PT9.5 Construct complete streets and maintain an urban form that is human scale, when widening is necessary.

GT10 On designated strategy corridors, ~~when road widening is not an option, increase capacity by providing walking, biking and transit facilities,~~ facilitate increased land use density, and eliminate transportation system inefficiencies.

PT10.1 Add bike lanes and sidewalks, improve transit services, and use demand management measures to ensure that transit, walking and biking are attractive and easy to use during peak travel periods on all streets, especially strategy corridors, ~~those which cannot be widened.~~

~~**PT10.2** Review and update concurrency ordinances as appropriate to implement multimodal and system efficiency strategies in strategy corridors. (See Concurrency Report explanation in Appendix A.)~~

PT10.3-2 Expand the City's network of street connections, pathways and trails to help relieve congestion.

~~**GT11** System capacity improvements focus on moving people and goods more efficiently, minimizing congestion by replacing car trips with walking, biking and transit trips, and by increasing system operational efficiency and reliability.~~

~~**PT11.1** Pursue a person-trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.~~

~~**PT11.2** Seek voluntary concurrency mitigation measures separate from other transportation mitigation measures required by either State Environmental Policy Act or the City's Transportation Impact Fee policies and programs.~~

Land Use

The land use and transportation goals and policies of this plan are interconnected. When attractive housing is close to jobs, services and stores, trips are short and easy to make without a car. Transit stops can be close by and convenient for longer trips outside the neighborhood. In compact, mixed-use areas, it is easier for people to walk, bike and ride the bus than it is to drive, reducing our dependency on our cars.

The dense, mixed areas we are trying to achieve are made more attractive, comfortable and functional when streets have wide sidewalks, safe pedestrian crossings, bike lanes, and the bus is convenient. We can optimize our investments in the transit system by locating a mixture of dense land uses along



Public dialogues like this one can draw on a range of perspectives to solve problems.

Southeast Transportation Issues

The street network in the southeast provides north-south routes, but few east-west routes. Mobility is poor for autos, buses, bicycling and walking. This creates overloading on the Yelm Highway and 18th Avenue corridors.

However, in 2012, a project to widen Yelm Highway and add roundabouts, bike lanes, sidewalks and crossing islands was completed. And, beginning in 2010, 18th Avenue from Fones Road to Boulevard Road was improved with bike lanes, sidewalks, streetlights, and two roundabouts.

These major reconstruction projects should increase capacity, reduce delay and accidents, and provide more safe and inviting streets for walking and biking. In order to relieve the further pressure on these existing streets, additional connectivity is planned through the extension of Log Cabin Road.

Log Cabin Road Extension: Boulevard Road to Wiggins Road

~~An extension of Log Cabin Road between Boulevard Road to Wiggins Road is planned to improve east-west movement in the southeast Olympia area. The City~~

~~will build part of this two- to three-lane street; private development along the corridor will build the rest.~~

~~This connection will create a new east-west corridor that will parallel Yelm Highway. Consistent with standards, this new major collector will include bike lanes, sidewalks, planter strips, trees, lighting, and a curved design to slow vehicle speeds.~~

~~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. The connection will also better distribute traffic in the area, and reduce the projected growth in traffic on Wiggins Road, Boulevard Road, Morse Merryman Road, and Yelm Highway. (Ordinance #5861, 12/15/98 and Ordinance #5661, 12/26/96)~~

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.

Fones Road-18th Avenue Area Connectivity Evaluation

Eighteenth Avenue from Boulevard Road to the City of Lacey will continue to be the most northerly east-west major collector within the southeast area. In the past, other routes, north and south of 18th Avenue, have been proposed to help distribute the traffic. For example, in 1996, the City analyzed the proposed

Neighborhood Character – Proposed Language

OPC Continued Deliberations

October 4, 2021

This document is provided for the Commission's convenience to see the three proposals under consideration (not including the language proposed in the Commission's Pending Motion). For full context or positioning of these text amendments in the Comprehensive Plan, please see the Council's application materials, staff Character Discussion handout, and the comments submitted by the Council of Neighborhoods Association dated July 15, 2021, and July 22, 2021. These documents are part of the existing record for this application and are available upon request.

New Language as Proposed in the Application Materials (Submitted by City Council)

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.

As proposed by Staff

Our community defines “neighborhood character” as accessible, sustainable, and culturally inclusive neighborhoods. These are defined as:

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- 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.
- 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.

Recommendation by Council of Neighborhoods Association

To be included in the *Community Values and Vision* Chapter:

Our community values 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.

To be included in the *Land Use and Urban Design* Chapter:

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).

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 ~~treaty~~ 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 ~~once-abundant~~ 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 citizens-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 citizens-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 ~~citizens~~ 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 [citizenscommunity 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 ~~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~~
~~community member~~ involvement in every neighborhood will help protect
the safety and distinct identity of all Olympia neighborhoods.

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

External Email Alert!

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

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

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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

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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 9th 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
Aaron Sauerhoff, Vice Chair - asauerho@ci.olympia.wa.us
Carole Richmond - crichmon@ci.olympia.wa.us
Paula Ehlers - pehlers@ci.olympia.wa.us
Rad Cunningham - rcunning@ci.olympia.wa.us
Tammy Adams - 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, rcunning@ci.olympia.wa.us,
pehlers@ci.olympia.wa.us, crichmon@ci.olympia.wa.us,
asauerho@ci.olympia.wa.us, cmillar@ci.olympia.wa.us,
chornbei@ci.olympia.wa.us

Commission Staff Liaison

Cari Hornbein, Senior Planner
Email: 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

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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

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

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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

FYI

From: Lisa Nezwazky <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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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

FYI

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:

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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

FYI

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> 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.

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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

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

FYI

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

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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](#)

FYI

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

FYI

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

FYI

From: Gary Wiles <wilesharkey@yahoo.com>
Sent: Monday, June 14, 2021 11:13 AM
To: Cari Hornbein <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

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

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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

From: [Anne Kilgannon](#)
To: [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); 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

External Email Alert!

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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; [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](#)

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

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 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
To: [Joyce Phillips](#)
Subject: LBA Park Road
Date: Thursday, June 17, 2021 4:24:02 PM

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

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 ofNottingham](#)
To: [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); 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](#)

External Email Alert!

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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.

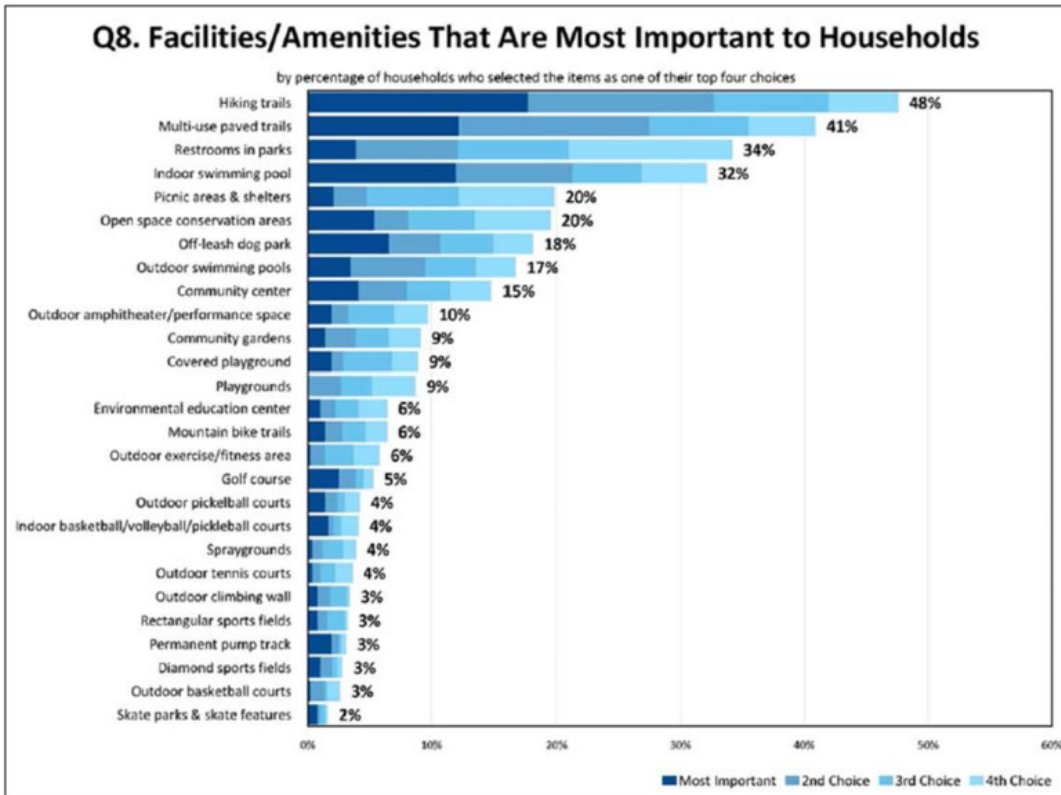


Figure 2

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

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

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From: Jonathan Lindsay <heidrich.lindsay@gmail.com>
Sent: Wednesday, June 10, 2020 8:29 AM
To: 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)
www.trpc.org

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From: Travis Schultz <schultzie20@hotmail.com>
Sent: Thursday, June 11, 2020 3:10 PM
To: 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)
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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

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

From: Dorinda OSullivan <OSullivanD@trpc.org>
Sent: Wednesday, June 10, 2020 6:05 AM
To: Katrina Van Every <VanEveryK@trpc.org>; Paul Brewster <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

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

From: Dan Mathis <rundanorun@comcast.net>
Sent: Tuesday, June 9, 2020 8:37 PM
To: 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
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
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

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

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

***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

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

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

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 roundabouts 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

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

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; [Olympia City Council](#)
Subject: LBA WOODS should remain an OLYMPIA CITY woods PARK (NO road)
Date: Sunday, June 28, 2020 4:53:50 PM

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

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

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

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

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

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

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

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

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

EXTERNAL EMAIL

TRPC Director Marc Daily,

On June 10th 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

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

***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

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

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
Subject: NO Road Through LBA Woods!!!!
Date: Monday, June 8, 2020 3:41:59 PM

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

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

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-woosing 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

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

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 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

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

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; [Bill Goforth](#)
Subject: PLEASE, NO more roads in LBA Park
Date: Sunday, June 28, 2020 9:13:07 PM

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

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](#)

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

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

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> wrote:

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

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 tabbutv@trpc.org

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From: Larry ofNottingham <larryofnottingham@gmail.com>
Sent: Monday, June 8, 2020 10:43 AM
To: Veena Tabbutt <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. 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> 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

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 tabbutv@trpc.org

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From: Larry ofNottingham <larryofnottingham@gmail.com>

Sent: Saturday, June 6, 2020 12:56 PM

To: Veena Tabbutt <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> 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)

www.trpc.org tabbutv@trpc.org

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From: Larry ofNottingham <larryofnottingham@gmail.com>

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

To: 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

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 <dailym@trpc.org>; cgilman@ci.olympia.wa.us <cgilman@ci.olympia.wa.us>; mmiller@ci.lacey.wa.us <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

EXTERNAL EMAIL

Marc—

This is Maria Ruth. I signed up to give public comment today at the Transportation 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> 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

EXTERNAL EMAIL

I appreciate that. Take care.

On Mon, Jun 8, 2020, 4:25 PM Marc Daily <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 dailym@trpc.org

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From: Julian Beattie <beattie.julian@gmail.com>
Sent: Monday, June 8, 2020 2:48 PM
To: Marc Daily <dailym@trpc.org>; Gilman, Clark-2 <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

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

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

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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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

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

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

EXTERNAL EMAIL

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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

EXTERNAL EMAIL

To:

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

From:

Mike Ruth, Citizen
(2520 Wedgewood Ct Olympia 98501)

Return email: 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 37th and Wiggins. Transportation planners can figure those out, they're engineers! The transit through 37th 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

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
 - Walking in a quieter natural setting (unlike Watershed Park
 - Comfortable elevations in trails for seniors like us. (unlike Priest Point and Burfoot)
 - Three plus miles of mostly natural trails.
 - Walking for healthy living is a FREE activity. (unlike public marina, gas station too and airport)
 - Running in the woods helps kids and others flourish!
 - Includes walking, birding, geocaching, biking, art, photography, mediation, childrens activities...for example
2. Wildlife and nature protection matters.
 - This park is so unique and rare. We live fairly close and often go there for walking and nature.
 - Parks contribute to biodiversity
 - Provide habitat for wildlife
 - Parks give wildlife a place to live alongside us.
 - And so much more!
3. Thurston County Growth
 - Accessible by public transportation
 - Protect what little we have left. We see the many story buildings going up in downtown Olympia and developments growing all around us.
 - 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

TRPCs Executive Director Marc Daily at dailym@trpc.org
Olympia City Councilman Clark Gilman at cgilman@ci.olympia.wa.us
City of Lacey's Councilman Malcolm Miller at 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

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 dailym@trpc.org

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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
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www.trpc.org 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

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 dailym@trpc.org

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From: Peggy Bruton <gimletheye@comcast.net>
Sent: Wednesday, July 1, 2020 8:49 AM
To: Marc Daily <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> wrote:

Ms. Bruton,
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To: Marc Daily <dailym@trpc.org>; Gilman, Clark-2 <cgilman@ci.olympia.wa.us>;
Olympia City Council <citycouncil@ci.olympia.wa.us>
Subject: Road through LBA Woods

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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

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

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Please note all correspondence is subject to public disclosure.

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

From: [Ellen Silverman](#)
To: [Joyce Phillips](#); [CityCouncil](#)
Subject: Comprehensive Plan Definitions
Date: Monday, July 12, 2021 5:19:26 PM

External Email Alert!

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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 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: [mart walker](#)
To: [Joyce Phillips](#)
Subject: Comp Plan Amendments
Date: Tuesday, July 13, 2021 9:42:24 AM

External Email Alert!

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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
To: [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); carlos@ci.olympia.wa.us; [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)
Subject: LBA Woods
Date: Wednesday, July 14, 2021 8:48:07 PM

External Email Alert!

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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

From: [Jean Meyn](#)
To: [Joyce Phillips](#)
Subject: NO road through LBA Park; YES Council Amendment
Date: Friday, July 16, 2021 8:53:00 PM

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

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> 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.

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

Note: Emails are public records, and are potentially eligible for release.

From: Ellen Silverman <Ellen_Silverman@msn.com>
Sent: Monday, July 12, 2021 5:19 PM
To: Joyce Phillips <jphillip@ci.olympia.wa.us>; CityCouncil <citycouncil@ci.olympia.wa.us>
Subject: Comprehensive Plan Definitions

External Email Alert!

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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

External Email Alert!

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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

External Email Alert!

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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!**

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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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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 Quetin](#); [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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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>  
**Sent:** Monday, July 26, 2021 4:48 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:** Stop the Log Cabin extension through LBA Woods

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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 Nejati](#); [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!**

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

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!**

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

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!**

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

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!**

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

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 Quetin](#); [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!**

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

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:

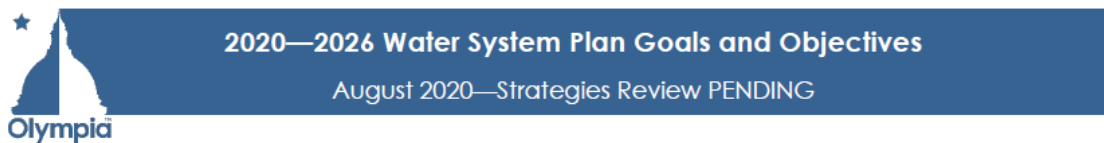
**Goal 5** Ground and surface waters are protected from land uses and activities that harm water quality and quantity.

**PN5.1** Reduce the rate of expansion of impervious surface in the community.

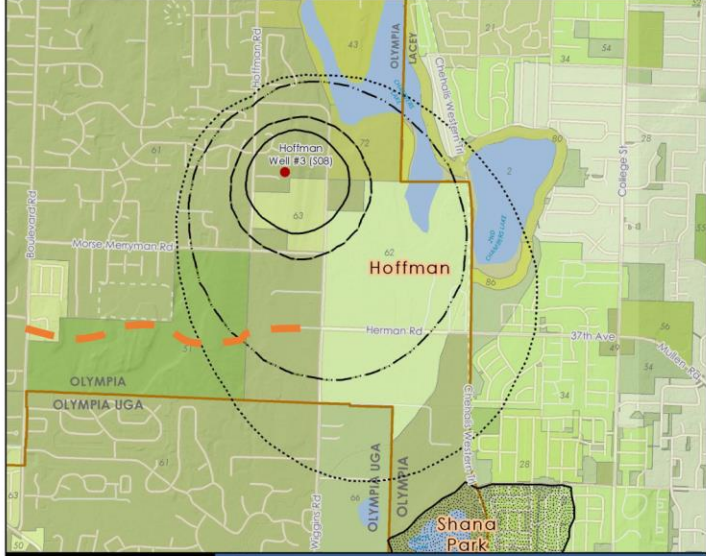
**PN5.6** Limit or prohibit uses that pose a risk to water supplies in Drinking Water (Wellhead) protection areas based on the best scientific information available and the level of risk. Require restoration of any such areas that have been degraded.

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.



|                                                                                                                                                                                                        |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <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> |
| <b>Objective 5A. Prevent contamination of groundwater through surveillance and response.</b>                                                                                                           |
| <b>Objective 5B. Strengthen and exercise partnerships with citizens and state/local agencies.</b>                                                                                                      |
| <b>Objective 5C. Improve program policies, procedures and tools to enhance the effectiveness of groundwater protection efforts.</b>                                                                    |



**Vicinity Map** **Hoffman**

| Wellhead Protection Area                                      | Well Types    |
|---------------------------------------------------------------|---------------|
| Groundwater Time-of-Travel Zones                              | Source Well   |
| — 6 Months    - - - 5 Years<br>- - - 1 Year    ····· 10 Years | ● Source Well |

| Zoning | Code                                       | Description |
|--------|--------------------------------------------|-------------|
| 2      | AQUATIC                                    |             |
| 21     | HIGH DENSITY RESIDENTIAL                   |             |
| 28     | LOW DENSITY RESIDENTIAL 0-4                |             |
| 28     | LOW DENSITY RESIDENTIAL 3-6                |             |
| 34     | MODERATE DENSITY RESIDENTIAL               |             |
| 43     | MIXED RESIDENTIAL 10-18 UNITS              |             |
| 49     | NEIGHBORHOOD COMMERCIAL                    |             |
| 50     | NEIGHBORHOOD RETAIL                        |             |
| 51     | NEIGHBORHOOD VILLAGE                       |             |
| 52     | OFFICE COMMERCIAL                          |             |
| 54     | OPEN SPACE INSTITUTIONAL                   |             |
| 55     | OPEN SPACE PARK                            |             |
| 56     | OPEN SPACE SCHOOL                          |             |
| 61     | RESIDENTIAL 4-8                            |             |
| 62     | SINGLE-FAMILY RESIDENTIAL (CHAMBERS BASIN) |             |
| 63     | RESIDENTIAL 6-12                           |             |
| 66     | RESIDENTIAL 1 UNIT PER 5 ACRE              |             |
| 72     | RESIDENTIAL MULTIFAMILY 18                 |             |
| 80     | SHORELINE RESIDENTIAL                      |             |
| 86     | URBAN CONSERVANCY                          |             |

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!**

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

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



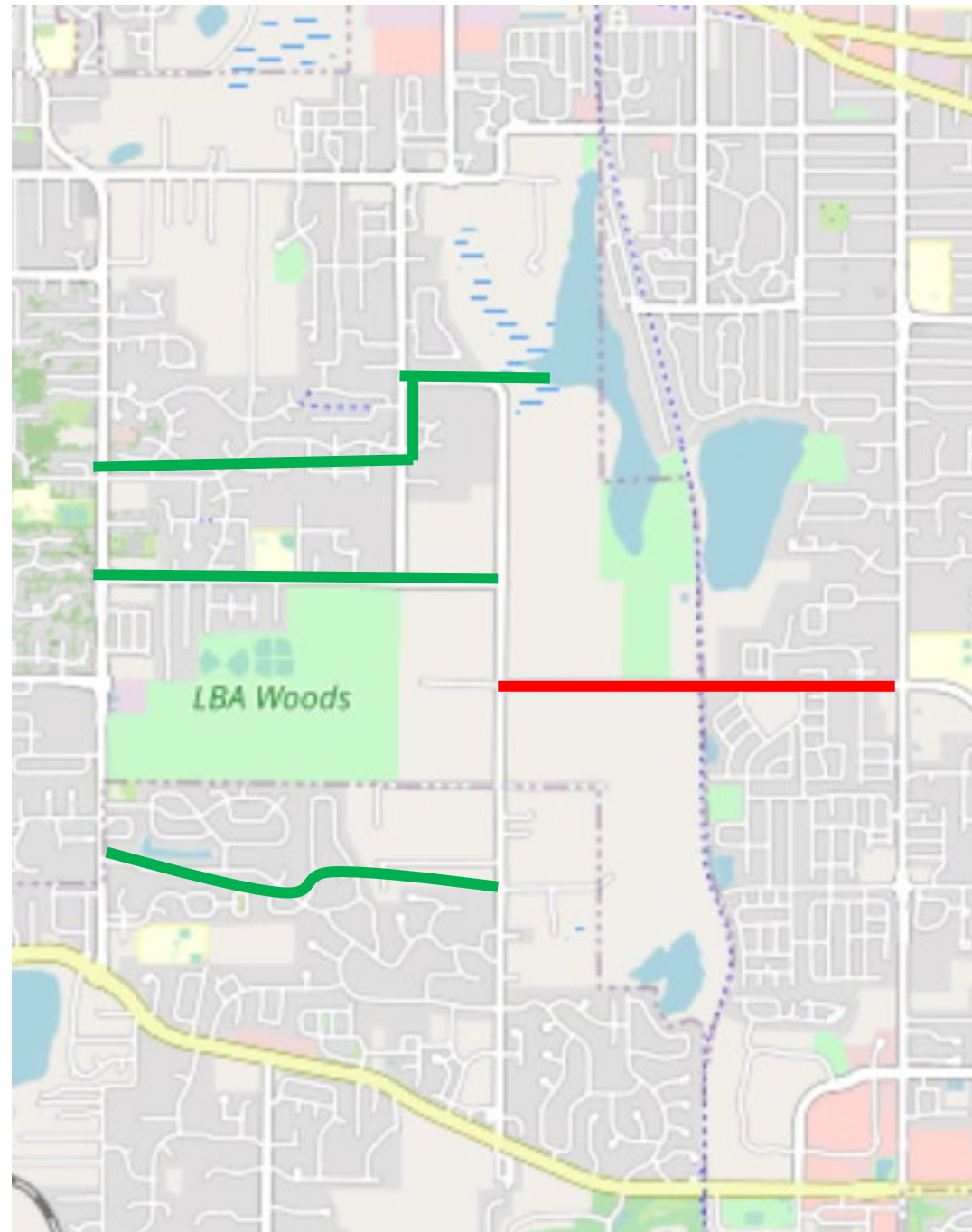
## Hoffman to Wiggins



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 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |                     |           |                |                     |                |                     |              |            |              |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |    |         |   |   |   |    |    |   |     |   |    |         |   |   |   |    |   |   |     |   |    |                                                                                       |
|--------------------------------------------------|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------|-----------|----------------|---------------------|----------------|---------------------|--------------|------------|--------------|---|---|---|---|---|---|---|---|---------|---|---|---|----|---|---|-----|---|----|---------|---|---|---|----|----|---|-----|---|----|---------|---|---|---|----|---|---|-----|---|----|---------------------------------------------------------------------------------------|
|                                                  |                            | DIMENSIONS = FEET                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                     |           |                |                     |                |                     |              |            |              |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |    |         |   |   |   |    |    |   |     |   |    |         |   |   |   |    |   |   |     |   |    |                                                                                       |
|                                                  |                            | <table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th rowspan="2">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>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> <td>60</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> <td>71</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> <td>80</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 | 60 | 3 LANES | 6 | 8 | 5 | 10 | 11 | 1 | 0.5 | 4 | 71 | 4 LANES | 6 | 8 | 5 | 10 | 0 | 1 | 0.5 | 4 | 80 | SEE STANDARD DRAWING 4-6A FOR MINIMUM STRUCTURAL DESIGN AND STREET CROSS SLOPE DESIGN |
| 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                   | 60           |            |              |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |    |         |   |   |   |    |    |   |     |   |    |         |   |   |   |    |   |   |     |   |    |                                                                                       |
| 3 LANES                                          | 6                          | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 5                   | 10        | 11             | 1                   | 0.5            | 4                   | 71           |            |              |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |    |         |   |   |   |    |    |   |     |   |    |         |   |   |   |    |   |   |     |   |    |                                                                                       |
| 4 LANES                                          | 6                          | 8                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 5                   | 10        | 0              | 1                   | 0.5            | 4                   | 80           |            |              |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |    |         |   |   |   |    |    |   |     |   |    |         |   |   |   |    |   |   |     |   |    |                                                                                       |
|                                                  |                            | SEE MINIMUM STREET DESIGN STANDARDS TABLE FOR ADDITIONAL DESIGN ELEMENTS                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ADT<br>3,000-14,000 |           |                |                     |                |                     |              |            |              |   |   |   |   |   |   |   |   |         |   |   |   |    |   |   |     |   |    |         |   |   |   |    |    |   |     |   |    |         |   |   |   |    |   |   |     |   |    |                                                                                       |
| CITY OF OLYMPIA<br>MAJOR COLLECTOR               | 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!**

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

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

**From:** [Phyllis "Booth](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Comp Plan Revisions  
**Date:** Monday, August 02, 2021 5:30:23 PM

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**External Email Alert!**

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August 2, 2021

Dear Olympia Planning Commission:

I am interested in the definition of neighborhood character because I based my decision on where I wanted to live on how the neighborhood was designed. I wanted to have space to have a flower garden and grow some vegetables. I wanted a quiet place for our children to ride their bikes and use chalk on the street or play with neighborhood children. I did not want on street parking as little children hide behind cars and sometimes get run over and I have had two friends that that happened too.

Furthermore, I am interested in neighborhoods where more trees are allowed. When I ran for Olympia City Council in 2005, I listened to a local developer tell me that he wanted to keep more trees in the neighborhood but the Growth Management Act interfered with that happening with its one size fits all density requirements. I think the Ken Lake neighborhood is a terrific design for keeping trees and should be encouraged more.

Thank you for considering my comments. I have testified for nearly 30 years and no one has really listened, but at least these comments are on public record.

Phyllis Booth  
2509 Caitlin Ct SE  
Olympia, WA 98501  
360 753 3736

**From:** [Phyllis "Booth](#)  
**To:** [Phyllis "Booth](#); [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejadi](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Stop the Road Planning to Cut Through LBA Park  
**Date:** Monday, August 02, 2021 5:41:36 PM

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**External Email Alert!**

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August 2, 2021

Dear Olympia Planning Commission:

Please protect a jewel of Olympia called LBA Park. I live near the park and it has provided so much pleasure with its numerous much needed baseball fields, shady trees, and walking paths. It is the most walkable park in the Southeast neighborhood that hundreds of neighbors walk to without a car. I walk about 2 miles to get to the park and it is safe to walk because of the current landscape.

For many years, I thought the goal of our city was to REDUCE traffic. My family has used the bus, walked and used one car during our 26 years living within the city limits and that is among mostly four people. Our sons ages 31 and 23 have never owned a car. So good conservation and good planning can be implemented in today's society.

Please consider global warming and implement good city policies that encourage less consumption, simple living and respect for our environment. Keep our jewel LBA Park free from more traffic.

Phyllis Booth  
2509 Caitlin Ct SE  
Olympia, WA 98501  
360 753 3736

**From:** [Anna Schlecht](#)  
**To:** [Aaron Sauerhoff](#); [Candi Millar](#); [Carole Richmond](#); [Gregory Quetin](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#); [Zainab Nejadi](#); [Tracey Carlos](#)  
**Cc:** [Joyce Phillips](#)  
**Subject:** Strong Support for Olympia Planning Commission  
**Date:** Tuesday, August 03, 2021 1:20:42 PM

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**External Email Alert!**

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Greetings!

I write to express my strong support for the proposed changes to our Comprehensive Plan. As a long time - as in 44 year resident of the Eastside Neighborhood - these proposed changes will support the kind of community I want to grow old in. Your work reflects a depth of insight on DEI (Diversity, Equity & Inclusion) and offers a framework for the sort of neighborhood character that is important to me. I received an email summarizing these proposed changes as follows:

- Removed references to "single family zoning" and swapped for "low density residential"
- Removed "established" where it occurs in front of neighborhood
- Defined "neighborhood character" to include accessibility, sustainability, and culturally inclusivity
- Where it said "walkable" they added "walkable and accessible"
- Change "citizen" to "community member"
- Added an equity statement and values in support of equity
- Added a land acknowledgement for Squaxin
- Added the text that physical characteristics of neighborhoods are not static over time
- Added an acknowledgment of racist land use practices in the past.

Please proceed with your proposed changes & keep up the most excellent work!

Sincere regards,

**Anna Schlecht**  
[annaschlecht@gmail.com](mailto:annaschlecht@gmail.com)  
(360) 402-0170

**From:** [Mike McCormick](#)  
**To:** [Aaron Sauerhoff](#); [Candi Millar](#); [Carole Richmond](#); [Gregory Quetin](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tracey Carlos](#); [Tammy Adams](#); [Zainab Nejadi](#)  
**Cc:** [Joyce Phillips](#); [CityCouncil](#); [Leonard Bauer](#)  
**Subject:** Comprehensive Plan Updates  
**Date:** Tuesday, August 03, 2021 3:07:34 PM

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External Email Alert!

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I am writing to you to encourage you to adopt the proposed changes to the Olympia's Comprehensive Plan.

I have had a chance to review all the proposed language. As a retired professional planner and a 50-year resident of Olympia I strongly support these timely changes. We are faced with any number of challenges—both as residents and as community members. These changes acknowledge some of these, as difficult, controversial and unpleasant as they are. Racism, NIMBYism and equity are important issues to be included. Recognizing that things don't stay static and change over time—and that we can direct that change in a positive direction. The acknowledgement of our connection to the Squaxin Tribe is most welcome.

Please move forward quickly and forward the plan with its proposed changes to the Council for adoption.

Thank you.

Michael J. McCormick, FAICP  
2420 Columbia St. SW  
Olympia, WA 98501  
360.754.2916

**From:** [Janae Huber](#)  
**To:** [Aaron Sauerhoff](#); [Candi Millar](#); [Carole Richmond](#); [Gregory Quetin](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#); [Zainab Nejadi](#); [Tracey Carlos](#)  
**Cc:** [Joyce Phillips](#); [CityCouncil](#)  
**Subject:** Support for Comprehensive Plan Updates  
**Date:** Tuesday, August 03, 2021 9:23:35 PM

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**External Email Alert!**

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Dear Members of the Planning Commission -

I am writing with enthusiastic support for the proposed updates to the Comprehensive Plan. I particularly want to highlight my strong support for:

- Changing references to "citizens" to "community members/residents"
- Including a land acknowledgement for the Squaxin Island Tribe, as well as a stated goal of improving government-to-government relations.
- Acknowledging that housing discrimination in the form of red-lining, racially restrictive covenants, and forced displacement happened here.
- Providing a definition for neighborhood character AND the proposed definition itself.
- Focusing on capacity through concurrency and network completeness in transportation.

These are exactly the changes we need now. And, I look forward to additional changes to come through the work of the Social Justice and Equity Commission, including an Equity Framework.

My thanks to you for the opportunity to comment and for the work you are doing to align our Comprehensive Plan with our aspirations of being an inclusive and welcoming community.

Janae Huber

---

**JANAE HUBER**  
[janae.huber@gmail.com](mailto:janae.huber@gmail.com)

**From:** [Jo-Anne Huber](#)  
**To:** [Aaron Sauerhoff](#); [Candi Millar](#); [Carole Richmond](#); [Gregory Quetin](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#); [Zainab Nejadi](#); [Tracey Carlos](#)  
**Cc:** [Joyce Phillips](#); [CityCouncil](#)  
**Subject:** Comprehensive Plan  
**Date:** Wednesday, August 04, 2021 3:21:49 PM

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**External Email Alert!**

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The proposed changes to the Comprehensive Plan are fully supported by my husband, John C Huber and myself, Jo-Anne B Huber.

We applaud the effort to make sure that everyone is included in the plan.

Regards,

Jo-Anne B Huber

1009 Eskridge Blvd SE

Olympia, 98501

360-943-1947

**From:** [Jordan Bell](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** \*preservation\* of LBA Woods  
**Date:** Thursday, August 05, 2021 3:14:52 PM

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**External Email Alert!**

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hi all!

I am sorry that I was unavailable for the August 2nd Planning Commission public meeting. I am writing to encourage y'all to conserve this wonderful local wooded park and to please dismiss any city plans to build a road through this precious habitat. I have attended past meetings and have spoken out then. I have also participated in work parties at the park. I live in the Wilderness neighborhood and walk through these woods as often as I can. I have taken many friends & family members to the park and they are so glad for the experience, and jealous of my proximity to LBA. I hold a Master's degree in Wildlife Biology; I am passionate about wildlife. I teach yoga at the YMCA; I am passionate about the (huge!) role that Nature plays in one's wellbeing.

thank you for your time, and for all the good work that you do for our lovely city.

be well,

Jordan Bell  
206.890.8327



**From:** [Glen Anderson](#)  
**To:** [Glen Anderson](#)  
**Subject:** I implore you to FULLY PROTECT the LBA Woods Park area.  
**Date:** Thursday, August 05, 2021 3:41:07 PM

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I learned about this a few years ago.  
I walked through the LBA Woods to get a “feel” for the place.  
WE ABSOLUTELY MUST FULLY PROTECT this area!!!  
I implore you to FULLY PROTECT it!!!

Thank you.

"Is there a spiritual reality, inconceivable to us today, which corresponds in history to the physical reality which Einstein discovered and which led to the atomic bomb? Einstein discovered a law of physical change: the way to convert a single particle of matter into enormous physical energy. Might there not also be, as Gandhi suggested, an equally incredible and undiscovered law of spiritual change, whereby a single person or a small community of persons could be converted into an enormous spiritual energy capable of transforming a society and a world?"  
—James W. Douglass, *Lightning East to West*

Glen Anderson (360) 491-9093 [glenanderson@integra.net](mailto:glenanderson@integra.net)  
See information and resources on a wide variety of topics at my blog, [www.parallaxperspectives.org](http://www.parallaxperspectives.org)



This email has been checked for viruses by Avast antivirus software.  
[www.avast.com](http://www.avast.com)

**From:** [CityCouncil](#)  
**To:** [oly43515@gmail.com](mailto:oly43515@gmail.com)  
**Cc:** [Councilmembers](#); [Jay Burney](#); [Keith Stahley](#); [Debbie Sullivan](#); [Kellie Braseth](#); [Leonard Bauer](#); [Joyce Phillips](#)  
**Subject:** RE: Comp Plan update  
**Date:** Thursday, August 05, 2021 3:54:30 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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-----Original Message-----

From: [oly43515@gmail.com](mailto:oly43515@gmail.com) <[oly43515@gmail.com](mailto:oly43515@gmail.com)>  
Sent: Thursday, August 05, 2021 9:18 AM  
To: 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)>; Carole Richmond <[crichmon@ci.olympia.wa.us](mailto:crichmon@ci.olympia.wa.us)>; Gregory Quetin <[gquetin@ci.olympia.wa.us](mailto:gquetin@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)>; Zainab Nejati <[znejati@ci.olympia.wa.us](mailto:znejati@ci.olympia.wa.us)>; Tracey Carlos <[tcarlos@ci.olympia.wa.us](mailto:tcarlos@ci.olympia.wa.us)>  
Cc: CityCouncil <[citycouncil@ci.olympia.wa.us](mailto:citycouncil@ci.olympia.wa.us)>  
Subject: Comp Plan update

External Email Alert!

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Dear Planning Commissioners,

I am writing in support of the following changes to the Comp Plan:

- Changing references to "citizens" to "community members/residents"
- Including a land acknowledgement for the Squaxin Island Tribe.
- Acknowledging that housing discrimination in the form of red-lining, racially restrictive covenants, and forced displacement happened here.
- Providing a definition for neighborhood character AND the proposed definition itself.
- Focusing on capacity through concurrency and network completeness in transportation.

While I acknowledge there are widely divergent opinions on this Comp Plan update I continue to believe that Olympia at its core is an inclusive and fair-minded place to live. These updates reflect that. The voices opposing the update may be loud, but I do not believe they represent the majority of Olympians.

Thank you for your good work on this and your service to our community.

Sincerely,  
Darren Mills



**From:** [M. Taylor Goforth](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Stop the Road, Leave LBA "the Woods"  
**Date:** Friday, August 06, 2021 7:33:55 AM

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**External Email Alert!**

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Dear Commissioners,

I have written my thoughts about the proposed road through LBA woods before and have heard all of them plus others voiced during the recent public hearing session. There is nothing more substance to say, I feel, except, Please Remove the Road from the Comprehensive Plan! The citizens of Olympia have spoken, and spoken clearly and well.

In these days of such divisiveness and derision, it must be wonderful to have such clarity and unified purpose behind your decision to remove the road from the Plan. What a pleasure!

Seize the day!!

Thank you,  
Taylor Goforth

**From:** [Emmett O'Connell](#)  
**To:** [Aaron Sauerhoff](#); [Candi Millar](#); [Carole Richmond](#); [Gregory Quetin](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#); [Zainab Nejadi](#); [Tracey Carlos](#)  
**Cc:** [Joyce Phillips](#); [CityCouncil](#)  
**Subject:** Thank you for making "neighborhood character" more inclusive  
**Date:** Sunday, August 08, 2021 3:01:09 PM

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I wanted to send you a note to let you know I appreciate the work you have done to make references to "neighborhood character" in the comprehensive plan more inclusive. For far too long, we have allowed these values of defending neighborhood character and "established" neighborhoods get in the way of making Olympia a home for everyone. I especially appreciate the change from referring to "single-family" neighborhoods to "low density" residential to reflect the changes we have made to allow more housing options in our city.

For the past 40 year, too much of our expectations in planning and growth management in Olympia have led with the expectations that some neighborhoods will not change and will not need to grow or accept new residents. This has led to racial segregation in our city and "protecting" established, wealthy and predominantly white neighborhoods. These changes you are now considering are a small step to correct these wrongs.

Thanks,  
Emmett

--

[twitter.com/emmettoconnell](#)  
[olympiatime.com](#)

**From:** [ROBERT VADAS](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** FYI re: neighborhood character from an East Olympia citizen  
**Date:** Saturday, August 14, 2021 5:10:06 PM

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Dear Olympia Planning Commission (8/14/21);

I must comment further on Joyce Phillip's call to eliminate citizens (who pay taxes for your services) from being able to preserve their neighborhood character at the last OPC meeting. Her rationale that neighborhoods are inherently "racist" was offensive, misleading, and cynical. Rather, neighborhood associations are inclusive of everyone who wants to join and help with activities, including keeping our living spaces comfortable and safe for us.

I believe that Joyce is playing the "racism card", much like happened to force the unconstitutional Missing Middle through in the guise of "helping" poorer folks find housing. Instead, that has led to continued gentrification in Olympia (Vadas 2020), which ironically is the real racism. Think about how hard that African Americans have had to work to recover their home district in Seattle after similar gentrification.

Hence, I can only conclude that Joyce's proposal is similar to what we got from Donald Trump as president, i.e., less citizen input into political decisions via a top-down approach. But this is taxation without representation. Frankly, many of us citizens don't want party rentals in our neighborhoods that bring loud music (into the night) and increased Covid-19 risks, especially likely to be a problem with absentee landlords who likely won't handle mold (health) problems well either (cf. Vadas 2020).

In sum, Joyce should curtail this attempted "end run" around citizen participation, respecting that people around LBA Woods and other undeveloped areas really do like their neighborhoods as is, without some dictator coming into to "put us in our place". Thanks in advance for considering my concerns, as a long-time Thurston County (especially Olympia) resident, aquatic ecologist, and social and environmental activist.

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

Vadas, B. Jr. 2020. The future of Olympia's urban zoning in the face of covid-19 and climate change. Works In Progress (Olympia, WA) 31(3): 14 (<https://olywip.org/the-future-of-olympias-urban-zoning>).

**From:** [ROBERT VADAS](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Re: FYI re: neighborhood character from an East Olympia citizen (2 corrections)  
**Date:** Saturday, August 14, 2021 6:11:18 PM

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*From the transcript, this was my statement (my last name is Vadas, not Davis; who's got dyslexia?):*

### **Robert Davis**

Um, yeah, I did speak before but I just wanted to want to add, add one comment, based on what was presented that I hadn't heard before and yeah I think it's a slippery road to change neighborhood character and assume that you know that it becomes a top down rather than a bottom up approach and. And so that that change, and I and other people make suggestions constructive suggestions on how to fix that to a more, put it in a better place and I agree with that. So thanks.

*And I've made some revisions (in color) to my letter below, to spread the blame more equitably (now that I've got the transcript from the online mtg.):*

On 08/14/2021 5:09 PM ROBERT VADAS <bobesan@comcast.net> wrote:

Dear Olympia Planning Commission (8/14/21);

I must comment further on **Joyce Phillips and 2 commissioners' (Carlos and Najini) collective call** to eliminate citizens (who pay taxes for your services) from being able to preserve their neighborhood character at the last OPC meeting. **The** rationale that neighborhoods are inherently **"non-inclusive"** and "racist" was offensive, misleading, and cynical. Rather, neighborhood associations are inclusive of everyone who wants to join and help with activities, including keeping our living spaces comfortable and safe for us.

I believe that **Carlos, etc. are** playing the "racism card", much like happened to force the unconstitutional Missing Middle through in the guise of "helping" poorer folks find housing. Instead, that has led to continued gentrification in Olympia (Vadas 2020), which ironically is the real racism. Think about how hard that African Americans have had to work to recover their home district in Seattle after similar gentrification.

Hence, I can only conclude that this **"inclusion by non-inclusion"** proposal is similar to what we got from Donald Trump as president, i.e., less citizen input into political decisions via a top-down approach. But this is taxation without representation. Frankly, many of us citizens don't want party rentals in our neighborhoods that bring loud music (into the night) and increased Covid-19 risks, especially likely to be a problem with absentee landlords who likely won't handle mold (health) problems well either (cf. Vadas 2020).

In sum, **Carlos, etc.** should curtail this attempted "end run" around citizen participation, respecting that people around LBA Woods and other undeveloped areas really do like their neighborhoods as is, without some dictator coming **in** to "put us in our place". Thanks in advance for considering my concerns, as a long-time Thurston County (especially Olympia) resident, aquatic ecologist, social and environmental activist, **and minority.**

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

Vadas, B. Jr. 2020. The future of Olympia's urban zoning in the face of covid-19 and climate change. Works In Progress (Olympia, WA) 31(3): 14 (<https://olywip.org/the-future-of-olympias-urban-zoning>).



**From:** [Karly Jones](#)  
**To:** [Joyce Phillips](#)  
**Subject:** Please No Road - Preserve and Protect LBA Woods  
**Date:** Monday, August 16, 2021 8:34:09 AM

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Good morning,

We live in Olympia and the PNW because of the beautiful natural surroundings. These beloved woods are special to our family - I run through there almost every morning, and we take my dog for a walk through there every evening. The neighborhood children spend countless hours there. Our community needs natural spaces like LBA woods for us to thrive as human beings - nature is key to our happiness and well being. PLEASE protect LBA woods and the last remaining public outdoor spaces of Olympia that have not been developed. Thank you for your leadership.

Sincerely,

Karly Jones and Jerrod Einerwold

**From:** [Jake Meulink](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Ouetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Log Cabin Connection  
**Date:** Monday, August 16, 2021 11:17:20 AM

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To Whom It May Concern:

I am a frequent user of the LBA woods. I couldn't believe it when I found it. A trail system and park so nice in a developed area. I take my daughter on walks to the park to the north. I walk my dog frequently. I see others enjoying it just the way I do. WTA has been doing so much good work in the park. The road connection would change all of this. This would increase traffic noise, and road lock the baseball fields. Let's keep this place special, and keep the kids safe in the meantime.

Sincerely,

Jake Meulink

**From:** [Holly Gadbow](#)  
**To:** [Aaron Sauerhoff](#); [Carole Richmond](#)  
**Cc:** [Greg Quetin](#); [Paula Ehlers](#); [Rad Cunningham](#); [Tammy Adams](#); [Zainab Nejadi](#); [Tracey Carlos](#); [Leonard Bauer](#); [Joyce Phillips](#)  
**Subject:** Comprehensive Plan Aendments  
**Date:** Monday, August 16, 2021 5:20:01 PM

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Dear Planning Commissioners,

I am writing to support the comprehensive plan amendments that support the policies for the missing middle regulations. You recommended these regulations and the council have adopted them to allow a diversity of housing choices to single-family neighborhoods and hopefully will make more housing affordable. Now it is necessary to incorporate policy language in the comprehensive plan to support them. I also like the proposed policies on equity and acknowledge past racist land use practices. The Heritage Commission and the WA Department of Archeology and Historic Preservation have reviewed the changes and attest that they will not detract from the historic character of Olympia's neighborhoods.

Here is summary of the changes I support:

- Removed references to "single family zoning" and swapped for "low density residential"
- Removed "established" where it occurs in front of neighborhood
- Defined "neighborhood character" to include accessibility, sustainability, and culturally inclusivity
- Where it said "walkable" they added "walkable and accessible"
- Change "citizen" to "community member"
- Added an equity statement and values in support of equity
- Added a land acknowledgement for Squaxin
- Added the text that physical characteristics of neighborhoods are not static over time
- Added an acknowledgment of racist land use practices in the past.

Thank you for considering my comments. Thank you for serving on the Planning Commission, an important and difficult job. Thanks too to the staff for their hard work,

Best regards,

Holly Gadbow

1625 Sylvester St. SW

Olympia, WA 98501

(360) 789-3616

[hollygadbow@comcast.net](mailto:hollygadbow@comcast.net)

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: TO: Planning Commission: Please Approve Comp Plan Amendment Proposal B to Remove Log Cabin Extension Road from Comprehensive Plan  
**Date:** Monday, August 16, 2021 5:55:46 PM

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FYI

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**From:** Mike Ruth <mikeruthgis@hotmail.com>  
**Sent:** Monday, August 16, 2021 5:55 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** TO: Planning Commission: Please Approve Comp Plan Amendment Proposal B to Remove Log Cabin Extension Road from Comprehensive Plan

Hello, to Cari Hornbein and the Planning Commission,

I was a speaker at the recent planning commission meeting of August 2<sup>nd</sup>, where you considered comprehensive plan amendments.

Along with every other resident who spoke during the public comments period, I also urge the Planning Commission to accept the Comprehensive Plan amendment (Proposal B) that removes the Log Cabin Extension road from the Comprehensive Plan. Please take action tonight to prevent the damage – significant and irreparable – which this road would cause, to the detriment of the LBA Woods Park.

You do not need a reiteration of the points which many other speakers presented during last week's hearing. Specific arguments have been heard many times before, in many community and government meetings over the past two years of community objection to the Log Cabin Extension road. There are clearly valid technical, financial, environmental, and quality-of-life objections to this road which cannot be ignored.

For my part, I want to highlight:

- The City Staff presented their opinion that the amendment is compatible with City of Olympia development goals
- The removal of the road is in accordance with the Thurston Climate Mitigation Plan in several ways, by preventing destruction of mature tree canopy cover and avoidance of asphalt and automobiles, and their effects.
- The amendment to take out the road makes a statement that “business as usual” need not be the over-riding concern when a plan leads to destruction of park lands.
- Open park lands will become ever more valuable at the population of urban Olympia grows in coming decades, as projected.
- The road was planned in the early 1990's. Much has changed since that line was drawn on a planning map. In practical terms, the 900 homes that were to be built on the adjacent parcels were not built and are off the plan. Thus the local demand for the road extension is no longer a concern. Today we are more aware of the dangers of human degradation of natural assets - in ways that were almost unheard of when the road was planned.

I teach Geographic Information Systems (at Evergreen) and I am familiar with the power of a “line on the map”. I have seen how difficult it can be for organizations to remove a line from a published map. Your choice to accept the amendment to remove the Log Cabin Extension road will demonstrate that Thurston’s cities and county governments are capable of implementing climate mitigation priorities, even when this means changing a planned development. Your decision to accept this amendment will provide encouragement for other climate mitigation actions. You are demonstrating to residents your leadership for climate mitigation by taking a concrete action that conforms with your visionary document (the Thurston Climate Mitigation Plan).

By removing this road from the Comp Plan, you will also be preserving the recreational and habitat asset value of LBA Woods and supporting the quality-of-life that so many Olympia residents clearly cherish.

Thanks for your consideration, willingness to hear citizen comments, and, hopefully, your decision to remove the Log Cabin Extension from the Comprehensive Plan.

-Mike Ruth (2520 Wedgewood Ct, Olympia WA 98501)

**Dear Planning Commission Members,**

**I'm writing about your consideration of a proposal to eliminate or redefine "neighborhood character" in the Olympia Comprehensive Plan.**

**"Neighborhood Character" (NC) has never clearly been defined in the Comp Plan, except by implied association with quality-of-life standards, like design review, unit density, parking, compatible uses, traffic, noise and light pollution, views, green space, local amenities, etc. So this term does need to be better-defined, and not just made meaningless.**

**By meaningless, I mean the Council's suggestion that NC should mean only "Accessible, Sustainable, and Culturally Inclusive". Although these essential principles should characterize all of our neighborhoods and City policies, they don't deal with quality-of-life issues that benefit everyone in every neighborhood.**

**I think the context of the past few years is what makes this new proposed redefinition significant. The trend in the past 5 years, locally, and at the State level, has been to eliminate any power the general public has to influence how its living areas will be developed.**

**Citizens can no longer appeal Council development decisions, which purport to follow State laws 1023 and 2343. Design review for anything under a 5-plex is now left to the Planning Department. The Council directs who can/can not be on the citizen-volunteer Commissions. City Code Enforcement has become increasingly unwilling to legally confront egregious repeat offenders (at the direction of the City Attorney). Council members generally don't question the Planning Department's decrees about Missing Middle, Housing Options, and other plans that contradict the Comp Plan, but they instead rubber-stamp them. Vacation air BnB proposals will allow up to 20 unrelated people to live on a 1/8 acre lot in neighborhoods, with only 1 off-street parking spot, while eliminating permanent housing inventory. And now, the Comp Plan itself is being sanitized to remove any grounds for protest that citizens might have to police their City's actions.**

**So, emasculating the definition of neighborhood character, by making it mean nothing, is one of the final steps to remove any legal standing for any citizen or group trying to stop damaging or illegal actions by the Planning Department. Instead, increasing the tax base by turning our neighborhoods into profit engines, instead of livable respites, is an explicit announcement to the public, that the City will support developers instead of the living conditions of Olympia residents.**

**The fact that real estate investment firms have changed their focus from commercial to residential real estate since 2007, coupled with the dearth of new house construction until 2016, is a driving force behind the nationwide trend to open neighborhoods to big investors. Up to 15% of residential homes were bought by corporate investment**

groups this year (<https://www.wsj.com/articles/if-you-sell-a-house-these-days-the-buyer-might-be-a-pension-fund-11617544801>). Why make it any easier for them to skimp as they redevelop residential properties?

But what's wrong with this trend? Don't we need more rental properties, and aren't investors with big pockets the fastest way to accomplish this? Yes, if you want apartments that rent for more than half of current Olympians can afford. Yes, if you are planning to accommodate commuters from Tacoma and Seattle, who can't afford housing there. Yes, if you stop caring about eliminating assets in neighborhoods that keep people wanting to stay in our neighborhoods. No, if you are attempting to accommodate the needs of Olympia's population.

As every real estate survey will tell you, most Americans still want single-family housing, not because they want to exclude the poor, renters or certain races, but because it's a lifestyle they enjoy, and it's one of the only ways they can build equity, instead of paying rent to create profit for LLCs, which have actively eliminated single-family house inventory.

But isn't single-family housing with green space very inefficient, increasing car travel and contributing to global warming? Yes, but it doesn't stop people from wanting or needing it. Instead of either-or, how about both-and. It's possible to dramatically increase density along arterials, without sacrificing neighborhood assets. As former Council member Julie Hankins said: "Don't destroy one kind of housing to create another".

Olympia still has a large amount of under-utilized land along its arterials, where compact development should happen. COVID has broken the tradition of people working away from home in designated offices. How many large, obsolete office buildings could be converted to housing? As the Comp Plan suggests, increased density should come through densification of commercial and under-utilized properties along these corridors and in urban centers, along with compatible development in neighborhoods.

Does "compatible development" mean eliminating the cheapest single-family housing from our inventory to replace it with large 4-plex or 6-plex buildings, or turning them into rentals that most Olympians can't afford? Of course not. That's killing the golden goose: the assets that make Olympia neighborhoods healthy. I am all in favor of rentals. We need them. My neighborhood is 75% rentals. But trading green space and quiet for large, multi-family buildings in our neighborhoods is not smart. Does everyplace have to be the same to achieve equity?

So what should our definition for neighborhood character be? I think explicitly tying it to those quality-of-life characteristics that draw people to continue to want to live in neighborhoods is important.

- **Adhere to low-density limits of 12 units per acre in neighborhoods**
- **Limit the maximum size of multi-family buildings in neighborhoods to 2 units, and require larger set-backs when they are built**
- **For vacation short-term rentals, significantly reduce the maximum number of occupants, and increase off-street parking spots**
- **Prioritize compact development on arterials, not in neighborhoods.**
- **Require a certain percentage of affordable housing for any development receiving a City property tax break**
- **Just as roof-top solar power for each home is the simplest way to reduce greenhouse gases associated with heating, cooling and lighting, green space associated with each home is the simplest way to prevent runoff and resulting waterway pollution. We should not be trying to eliminate green space in neighborhoods**
- **Explicitly protect qualities of neighborhoods that give them unique personality: architecture, mass, scale, setbacks, visual resources, parking.**
- **Incentivize architecturally-appropriate ADUs, duplex conversions, and other lower-cost living options in neighborhoods.**

**Although I probably just sound like someone who is merely afraid of change, I am concerned with preserving the assets of existing near-town low-density neighborhoods, which make Olympia a desirable place to live, and actually prevent suburban sprawl by preserving these assets in-town.**

**The history of redefining, rezoning, tax breaks and “urban renewal” in the US over the last century reveals countless mistakes that incentivized the destruction of unique neighborhoods, and damaged or displaced the established residents to the benefit of investors. Do not dismiss the importance of neighborhood character.**

**Jay Elder**



**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: OPC Public Comment Testimony for Sept. 20 re Neighborhood Character  
**Date:** Friday, September 17, 2021 4:47:21 PM

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FYI

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**From:** jacobsoy@aol.com <jacobsoy@aol.com>  
**Sent:** Friday, September 17, 2021 4:31 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Cc:** jacobsoy@aol.com  
**Subject:** OPC Public Comment Testimony for Sept. 20 re Neighborhood Character

Hi Cari --

I have signed up to give testimony at next Monday's Planning Commission meeting under "Public Comments" regarding neighborhood character.

While I hope to be able to give this testimony personally, I may not be able to do so because of another meeting.

Therefore I am submitting this email to assure that my thoughts get on the record. Please provide this email to the Planning Commission for me.

Thank you,

Bob Jacobs

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Planning Commission Members:

I have been following the "neighborhood character" issue and would like to comment.

Accessibility, Sustainability, and Cultural Inclusivity are positive values which I hope we all share. And they certainly belong in the Comprehensive Plan as values to which our community and city government aspire in all we do.

But I don't see them as definitions of neighborhood character. I'll hazard a guess that when people ask about the characteristics of a neighborhood, they are thinking about more mundane issues like traffic, noise, and parks. Commissioner Adams can provide real-world experience on this.

If someone asked me about the characteristics of my neighborhood, this is how I would respond:

- 1) My neighborhood association area is composed of 101 houses and a number of internal Accessory Dwelling Units. It is characterized by diversity in a number of ways: We have residents of all ages; We have a variety of house styles (no two the same); also a variety of house sizes from 1BR to 5 BR; and a variety of lot sizes.
- 2) Our location is convenient for access to schools (Kindergarten thru 12th grade), also to shopping, employment, and I-5.
- 3) Our neighborhood is very well connected to surrounding areas for walking and is heavily used for that purpose.
- 4) We are adjacent to two glacial potholes, one of which includes Trillium Park, a natural area with a trail and wildlife.
- 5) On the downside, we do have the constant hum of I-5 and US 101. Not to mention the executive jets and military helicopters that frequently fly low over us because we are directly below the approach to the airport.

I hope these thoughts will prove helpful to you as you deliberate on the neighborhood character issue.

Bob Jacobs  
360-352-1346  
[jacobsoly@aol.com](mailto:jacobsoly@aol.com)

720 Governor Stevens Ave. SE  
Olympia 98501

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Neighborhood Character input  
**Date:** Monday, September 20, 2021 8:22:38 AM

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FYI

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**From:** Beverly Torguson <bevtor@comcast.net>  
**Sent:** Saturday, September 18, 2021 12:08 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Neighborhood Character input

Please pass on my comments to the planning commission.

I support the Coalition of Neighborhood Associations'(CNA) definition of neighborhood character. The CNA should have been consulted on the City's proposed definition of neighborhood character in the first place. "Neighborhood character" or "character" appears 106 times in the Comprehensive Plan. It appears in many chapters of the plan and is woven into the plan.

Here is the definition the CNA's work group came up with:

*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).*

Why the rush? The City should wait for the Comprehensive Plan update, which will start next year, to discuss this so that the community can have greater input into the definition.

Our single family neighborhoods are being vilified. First, they are not exclusively single family. This is a misnomer. For a long time we have allowed ADUs, cottages, townhomes, tiny houses and manufactured homes in single family neighborhoods. Secondly, if you are looking to bring equity into Olympia, then why is the city subsidizing luxury and market rate apartments in downtown? How does that invite equity into Olympia? Our close in neighborhoods are the most diverse and

have a mix of varied housing and income levels.

Sincerely,  
Beverly Torguson

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Please include Comments on Definition of Neighborhood Character in Land use & Urban Design/Comprehensive Plan  
**Date:** Monday, September 20, 2021 8:23:00 AM

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FYI

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**From:** Esther Grace Kronenberg <wekron@gmail.com>  
**Sent:** Saturday, September 18, 2021 3:06 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Please include Comments on Definition of Neighborhood Character in Land use & Urban Design/Comprehensive Plan

Hello Planning Commission,

I write to support the Council of Neighborhood Associations' definition of neighborhood character in the Land Use and Urban Design chapter of the Comprehensive Plan.

The proposed Comprehensive Plan's attributes of neighborhood character absolutely need to be part of the definition. Accessibility, sustainability and inclusivity are values on which we all agree. But they are just that - values - and so belong in the Comprehensive Plan's Values and Vision chapter, not as a definition of neighborhood character.

My house sits on the Westside of Olympia near Harrison Ave. It is a diverse neighborhood with modest single family homes, tiny houses, townhomes, ADU's and multifamily developments. It already has the attributes of neighborhood character proposed in the definition. But it is more than that. It is a community of neighbors who enjoy the small town ambience, the beauty and the peacefulness of the area.

I get at least 1 call a week from out of town real estate investors wanting to buy my very modest home on the Westside. These people are not interested in maintaining neighborhood character, but in making as large a profit as they can. So I imagine they would tear down my modest house and put up a duplex in its place, one that would be totally out of character with the neighborhood, and worse, units that would not be affordable, as my current house is now.

I rent my house for \$850/month. There's no way any replacements would be that affordable.

I see this re-defining of neighborhood character as a green light for outside investors to cash in on an impossibly and shamefully inadequate housing supply. Housing is a serious problem that will require state and national intervention to correct. The City's attempts to increase density no matter what, no matter how, no matter who, will only empower real estate speculation, will not help our lower income neighbors, and will end by damaging the neighborhood character that makes Olympia so attractive.

I also have concerns about the loss of green space and attendant increase in stormwater runoff. We already have difficulties with our stormwater system, and predicted increased rain events will make them worse. Our green spaces protect and nurture our neighborhoods, and their preservation should be the primary consideration when building. There is plenty of buildable land in the three nodes of downtown, east of Ralph's Thriftway and the Capital Mall to allow high density development where there would be no loss of green space at all. Why ruin our neighborhoods with urban density when an alternative is clearly available?

I fear that our City is being improperly influenced by real estate investors to the detriment of its citizens. The research on affordable housing is clear that the policies the City has been pursuing primarily benefit these investors, not the people the City is supposed to serve, and certainly not those with lower incomes.

The rush to make this change now instead of during the usual update of the Comprehensive Plan due in 2022 when fuller community participation could take place also raises my suspicions as to why this is now being proposed.

I urge you to support our neighborhoods and reject the proposed definition of neighborhood character in the Comprehensive Plan.

Thank you.

Esther Kronenberg

Comments for the Planning Commission's 9/20/21 Meeting on Comprehensive Plan Amendments Part C, Relating to Neighborhood Character

I urge you to support the Coalition of Neighborhood Association (CNA) definition of Neighborhood character. At a very minimum, change the wording of Council's proposed definition to say that "accessible," "sustainable," and "culturally inclusive" should be *included* in the definition of neighborhood character rather than limited to those three elements. Accessibility, sustainability, and cultural inclusivity are values and therefore logically fit in the Values and Vision chapter of the Comprehensive Plan.

Staff's recommendation for a fourth bullet does not expand the Council's proposed definition. The reason why it does not is because the language specifically limits the definition to only three elements – "accessible," "sustainable," and culturally inclusive – and then goes on to further define those three elements. The fourth bullet suggested by staff does not change the scope of the Council's definition. To allow staff's bullet to assist in defining "neighborhood character", it is necessary to open up the three elements limit to other elements. This can be easily done by simply changing the language to say that neighborhood character includes but is not limited to "accessible," "sustainable," and "culturally inclusive".

The wording of the Council's amendment using basic statutory language principles excludes other meanings. Without provision of flexible or open-ended clauses ("such as", "may be defined as", "including", "for example" or "also") the Council's definition of neighborhood character is absolute and unmodifiable.

The CNA meets monthly with various City members. Surprisingly the CNA was never consulted about this new proposed definition, despite it being the only recognized City group with "neighborhood" in their name.

The Comprehensive Plan was developed in 1994 and updated in 2014. Neighborhood character is woven into the plan. Although neighborhood character is not strictly defined, it is a term that is recognized both nationally and internationally. It is mentioned extensively in other Cities' planning documents including, those of Seattle. Our own comprehensive plan in its introduction, gives an eloquent statement related to neighborhood character about the importance of "**Preserving Our Sense of Place and Connections**":

*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.*

In Seattle, Chinatown, the Central District, and Queen Anne neighborhoods all have their own individual character. Similarly in Olympia, Downtown, the Capitol, Northeast, and West Olympia are all distinctly different. Neighborhood character is a neutral term, and yet it is being politicized to have a negative connotation. Let's preserve the integrity of our Comprehensive Plan and think carefully about defining this important concept.

Judy Bardin  
1517 Dickinson Ave NW  
Olympia, WA 98502

**From:** [Walt Jorgensen](#)  
**To:** [Cari Hornbein](#)  
**Cc:** [Joyce Phillips](#)  
**Subject:** Please Share These Comments with the Planning Commission Members for Tonight's 9-20-21 Meeting  
**Date:** Monday, September 20, 2021 4:24:26 PM

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Thank you. How long do we have for oral comments?

I support the Council of Neighborhood Associations' (CNA) definition of neighborhood character below.

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).

The City proposes laudable points that are related to overarching values and therefore belong in the Values and Vision chapter of the Comprehensive Plan. We should embrace these values as City citizens, not just as neighborhood residents.

I have grown weary of being vilified for where I live and the house I own. I am indeed an older white senior person. I also own rental properties and have tenants. I am not racist, classist or elitist. I do not dislike renters. I am and have been an advocate for renters rights. Over the years, based on their appearance, politics, gender, religion, philosophies and multi-ethnicity, my tenants could have come straight from Ellis Island. Many tenants have become friends.

If you truly want to counter any discrimination experienced by some people in the housing market and implement inclusiveness, require that a significant percentage of the units be offered, either for sale or rent, at a substantially lower, affordable rate than the rest of the market-rate units, including single family housing developments, not just apartment buildings and other multi-unit structures. Drop the huge tax breaks on new luxury housing downtown and add another tax to our already burgeoning property tax bills to pay for it. At least this element would be for a good cause.

Walt

Walter R. Jorgensen



823 North St SE  
Tumwater, WA 98501-3526  
[waltjorgensen@comcast.net](mailto:waltjorgensen@comcast.net)  
360-819-0678 (cell)

“We are what we repeatedly do. Excellence, then, is not an act, but a habit.” --  
Aristotle

“Don't tell me what you value. Show me your budget, and I'll tell you what you value.”  
-- Joe Biden

“We are conditioned to believe, not to understand.” -- Marcelina Cravat

“It's easier to fool people than it is to convince them that they have been fooled.” --  
Mark Twain

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Neighborhood Character  
**Date:** Monday, September 20, 2021 4:38:07 PM

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FYI

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**From:** Valerie Krull <vkrull@hotmail.com>  
**Sent:** Monday, September 20, 2021 4:25 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Neighborhood Character

Hello,

I am writing to express my thoughts and concerns about the City of Olympia's definition of "Neighborhood Character".

I applaud the City's inclusion of "accessible, sustainable, and culturally inclusive" as a *part* of the definition of Neighborhood Character.

I agree that accessibility including ADA compliance, multi-mobility, and housing affordability are essential. I am concerned that the definition of

"sustainable" especially promoting a "healthy environment" is too vague. I also am concerned that there is a lack of definition of what is meant in practice by a diverse and local economy. There is also no clear definition of affordable.

I believe that while moving toward more accessible, sustainable, and culturally inclusive neighborhoods that the natural environment first and foremostly be protected at all costs, and that the ways in which neighborhoods change respect the neighbors, especially those with longstanding roots in the community.

This means not building tall buildings directly adjacent to gardens, where they block the sun, or allowing corporate developers to tear down existing homes (many of which are, despite the outward appearance, housing people who do not fall within the definition of single family housing.)

As far as the language used to define Neighborhood Character, I believe it is important to add the addition of accessible, sustainable, and culturally inclusive with language that describes these as a *part* of the definition of Neighborhood Character which ought to also include the other important

aspects of Neighborhood Character as defined by the Council of Neighborhood Associations, and as such respect the neighbors and neighborhoods in the process.

Sincerely,  
Valerie Krull

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Comments for the 9-20-2021 Planning Commission Meeting  
**Date:** Monday, September 20, 2021 4:38:32 PM

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FYI

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**From:** Bradford <c\_brad@comcast.net>  
**Sent:** Monday, September 20, 2021 4:31 PM  
**To:** Cari Hornbein <chornbei@ci.olympia.wa.us>  
**Subject:** Comments for the 9-20-2021 Planning Commission Meeting

I wish to submit comments for today's Planning Commission Meeting about redefining Neighborhood Character in the Comprehensive Plan. You may recognize these comments as similar to comments already submitted by another person; however, I found them so in step with my own concerns and opinions, that I cannot put these any better. My comments are as follows:

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. However, the proposed definition of "neighborhood character" does not fit with widely recognized national or international planning and policy norms. Rather, "Neighborhood character" is what distinguishes one neighborhood from another. It has to do with a sense of place and neighborhood identify. For example, I live in Southeast Olympia. I would describe my neighborhood as having eclectic buildings, limited sidewalks with people walking in the streets, multiple deep ravines, nearby stores and restaurants, 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.

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 Coalition of Neighborhood Associations (CAN) asked that Council wording be placed in the Values and Vision Chapter, and not be used to define neighborhood character. The CNA 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.*

Since it is such an integral part of the Comprehensive Plan, why rush to define or actually redefine it. The next comprehensive update is slated to begin soon.

Sincerely,

Colleen Bradford  
(360) 709-9842  
[c\\_brad@comcast.net](mailto:c_brad@comcast.net)



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

**From:** [ROBERT VADAS](#)  
**To:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Joyce Phillips](#)  
**Subject:** Neighborhood Character comments  
**Date:** Monday, September 20, 2021 6:42:11 PM

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## **The Importance of 'Neighborhood Character' for Protecting LBA Woods for Olympia Citizens**

I must comment on Joyce Phillips and 2 commissioners' (Carlos/Nejati) collective call to eliminate citizens (who pay taxes for City services) from being able to preserve their neighborhood character at the last Olympia Planning Commission meeting. The rationale that neighborhoods are inherently "non-inclusive" and "racist" was offensive, misleading, and cynical. Rather, neighborhood associations are inclusive of everyone who want to join and help with activities, including keeping our living spaces comfortable and safe for us.

I believe that Carlos, etc. are playing the "racism card", much like happened to force the unconstitutional Missing Middle through in the guise of "helping" poorer folks find housing. Instead, that has led to continued gentrification in Olympia (Vadas 2020), which ironically is the real racism. Think about how hard that African Americans have had to work to recover their home district in Seattle after similar gentrification.

Hence, I can only conclude that this "inclusion by non-inclusion" proposal is similar to what we got from Donald Trump as president, i.e., less citizen input into political decisions via a "top-down" approach. Frankly, many of us citizens don't want party rentals in our neighborhoods that bring loud music (into the night) and increased Covid-19 risks, especially likely to be a problem with absentee landlords who likely also won't handle mold (health) problems well (cf. Vadas 2020).

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

Moreover, having lived in the Washington DC area, I'm well aware that building new roads just encourages more development and thus traffic congestion, such that the DC Beltway only temporarily became less-congested with each lane expansion. We're a quiet neighborhood in the CRANA area of East Olympia, and I'd like to see it stay that way for the good of people and their pets. The main problem has been frequent speeding by citizens along Boulevard Road, which the City of Olympia hasn't taken seriously so far.

So please drop this proposed Log Cabin Road project from your plans, as we find

more climate- and nature-friendly ways to transport people around northern Thurston County. Indeed, the Intercity Transit bus system is very popular and I prefer bicycling as my main transportation these days, which is good for both my personal and global health.

In sum, Carlos, etc. should curtail this attempted "end run" around citizen participation, respecting that people around LBA Woods and other undeveloped areas really do like their neighborhoods as is, without some dictator coming in to "put us in our place". Thanks in advance for considering my concerns, as a long-time Thurston County (especially Olympia) resident, aquatic ecologist, social and environmental activist, and minority.

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

Vadas, B. Jr. 2020. The future of Olympia's urban zoning in the face of covid-19 and climate change. *Works In Progress* (Olympia, WA) 31(3): 14 (<https://olywip.org/the-future-of-olympias-urban-zoning>).

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Public Comments on "Neighborhood Character" definition for 9/20 Planning Commission  
**Date:** Friday, September 24, 2021 9:13:15 AM

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I rarely check, but this email from Jeff Jaksich was in my spam folder, hence the delay in getting it to you.

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

From: eastbay4@comcast.net <eastbay4@comcast.net>  
Sent: Tuesday, September 21, 2021 12:30 AM  
To: Cari Hornbein <chornbei@ci.olympia.wa.us>  
Subject: RE: Public Comments on "Neighborhood Character" definition for 9/20 Planning Commission

Dear Kerri,

This e-mail got away from me before I edited it.

Sorry.

The public testimonies captured what needed to be said.

Jeff Jaksich

From: eastbay4@comcast.net <eastbay4@comcast.net>  
Sent: Tuesday, September 21, 2021 12:01 AM  
To: 'chornbei@ci.olympia.wa.us' <chornbei@ci.olympia.wa.us>  
Cc: 'eastbay4@comcast.net' <eastbay4@comcast.net>  
Subject: Public Comments on "Neighborhood Character" definition for 9/20 Planning Commission

September 20, 2021

To: Kerri Hornbein      chornbei@ci.olympia.wa.us <<mailto:chornbei@ci.olympia.wa.us>>

From: Jeffrey J. Jaksich      eastbay4@comcast.net <<mailto:eastbay4@comcast.net>>

Subject: Public Comments on "Neighborhood Character" definition and timing for 9/20 Planning Commission Hearing

I testified tonight against the poorly written definition of "neighborhood character". This "2021 Comprehensive Plan Amendment Application Part C" definition requires replacement by the Olympia Coalition of Neighborhood Associations (CNA) definition, as a good starting point.

I suggest that the Olympia Planning Commission and Olympia planning staff take more time to refine and enhance the CNA "neighborhood character" definition. This is essential, in order to better capture each neighborhood's unique "neighborhood character". The "neighborhood character" concept terms were mentioned about 106 times in the current Olympia Comprehensive plan. This concept was not made useful by Olympia planning staff in an operational sense. It like making a business case for a City policy. This definition was also skimpy and did not



address all aspects of “... Part C” definition. The CNAA definition was better written and made more sense to me as an experienced Olympia Planning Commission member, East Bay Drive Neighborhood Association. (EBDNA) member and President, etc.

These terms used in the “... Part C” definition means different things to Olympia residences, staff, neighborhoods, etc. They all perceive “neighborhood character” from their personal and neighborhood perspective. The “neighborhood character” shares lots in common among Olympia neighborhoods and their respective unique “neighborhood character”. This is not a static concept and needs to change as the neighborhood reality changes and City Changes and identify deviances from the mean among and between different aspects and elements within each Olympia neighborhood.

Olympia’s neighborhoods and groupings of them could drive prior City Councils, Planning Commissions, business interests, and other Olympia interest groups in tangible ways that influenced some influential high powered Olympia short and long-term TRPC/Olympia planners in the late 80’s and especially the early 90’s planners. Olympia City Councils, Olympia Planning Commissions, and many Olympia planners listened, learned, and acted in a timely manner.

The City staff “... Part C” definition was not only poorly timed. but poorly written. The City “... Part C) Comprehensive Plan Amendment is likely to hamper and confuse public and citizen involvement n ways that will delay the upcoming Olympia Comprehensive planning efforts. Most Olympians are going to have challenges figuring out what “neighborhood character” means for their respective neighborhood. The proposed definition reflects glaring planning problems and higher errors that will impede communications as well as staff and public’s involvement with the new City of Olympia Comprehensive Plan.

A major error is City staff not working with or through the Olympia Coalition of Neighborhood Associations (CNA) as encouraged in the Olympia and CNA MOU. This is a gross mistake in public process. It violates some State and/or local laws and the spirit and language in the original CNA Memorandum of Understanding (MOU). This proposed definition is inappropriate, reflects Olympia staff mendacity, and is a failure to respect Olympia’s residents and their neighborhoods.

While neighborhoods share their subtle and special differences, they share much in common, like providing housing. They have much in common and are able to appreciate differences in ‘Neighborhood Character” and want it compared and contrasted as the City Council makes new City-wide policies and procedures. Neighborhood disagreements will stem from subjective differences that will hamper and limit planning Olympia strategic visions. The Olympia Comprehensive Plan will likely subordinate neighborhood aspirations and projects that have led to new neighborhood parks and view areas, like the Madison Park, East Bay Drive View area in partnership with the Port of Olympia, consistent with past Olympia strategic plan visions, values, and priorities desired by neighborhoods over the next five years.

As a longtime resident of Olympia and a long-time member of the Olympia Planning Commission from 1984 to 1992; I have seen this dynamic play itself out. As a member of the East Bay Drive Neighborhood Association (EBDNA) since 1988, my neighbors and I have worked on numerous initiatives, and/or referendums to get needed policy changes from the Olympia City Council. As a past EBDNA neighborhood president and member, former chair of Olympia Coalition of Neighborhood Presidents with and through other civic, community, and other related groups, we have successfully passed city initiative to raise utility taxes to fund Olympia City Sidewalks, future parks land, and fund new park development with Olympia General Funds, and/or federal sources. I have continued to volunteered for numerous governmental advisory groups, intended to help elected officials make better policy on a variety of local and State issues.

Thurston County Regional Planning staff did the short-term and long-range planning for all the cities and Thurston County by capturing public input from local neighborhoods, public meetings, and Olympia neighborhoods had a big say in both the strategic visions and goals in the Olympia Comprehensive Plans in the 80’s and early 90’s. This was not the case in the Olympia Comprehensive Plan completed in 2014.

The definition of “neighborhood character” is critical to fully understanding Olympia’s neighborhoods. This information help form criteria for examining Olympia’s measurable successes. As written in 2021 this Comprehensive Plan definition will create confusion in the mind of the public, neighborhoods, and while planning

the Comprehensive Planning process. The proposed elements of this definition: Accessible, Sustainable, and Culturally inclusive, is inadequate. This City staff proposed definition is going to be a source of problems that will shape bad Comprehensive Plan goals that may deform City policies and actions. The elements of the proposed definition "... Part C." belong elsewhere in the future Comprehensive Plan in the Values and Vision Chapter.

"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 how Olympia neighborhood identify. For example, I live in East Bay Drive Neighborhood, which is part of the whole Northeast neighborhoods (quadrant grouping) with its mix of single homes, duplexes, multi-family; entry level, middle level, and more expensive housing which pays a higher portion of property taxes, which is critical along with fair business taxes to sustain and enhance Olympia's quality of life and levels of City services for all interested residents in Olympia. The income levels, numbers of renters, single home owners, duplex and/or multi-family housing units can be converted into indices and/or useful ratios to like on a dashboard to monitor and manage for results by Olympia elected officials and hold appointed staff accountable, which as been missing for decades.

My EBDNA neighborhood is part of the broader Northeast neighborhood quadrant that works with the other groupings of neighborhoods and the CNA to improve and enhance the current and future City of Olympia Comprehensive plans and informs the Olympia staff of opportunities and efficiencies of working with and through all three cities that make up the northern part of Thurston County. Olympia is a city that works in so many ways and has in large part due to the planning we did in the 80's and 90's. The neighborhoods and their "neighborhood character" are measurable can be integrated into a functional and effective city that works for the vast majority of the Olympia real community, which supplies most of the social services for the three cities that make up north County and serve most of Thurston County and often adjacent rural counties. In the 80's and 90's, Olympia was the City that could and did do it with comprehensive planning and a "can-do" attitude within the City government, but mostly the involvement of neighborhood citizens, private donations, community fund rising effort, and excellent City and TRPC staff work to help Olympia the community that could work together. It wasn't the elected officials alone and City staff, it was the all of us working together to create what was judge in Money Magazine the number 1 small City in the United States. The Olympia neighborhoods were the key in dealing with housing problems, having working on many Olympia Housing Committees, passing local initiatives, and citizens helping our elected official and staff hustle money from the State and federal government for parks, family service center, Children's Hands-On Museum, sidewalk plan. The Downtown has had several renaissances in the 80's, 90's, and beyond. and one of the highest low-income housing opportunities per capita in the State of Washington. It is still very good. The challenge is keeping up with low-cost housing for those attracted to Olympia from all over the State of Washington and the nation, who at one time were more migratory and now more permanent because of our levels of social services relative to other places and states.

As other Planning Commission Alums have said, 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."

A good place for the current Olympia Planning Commission (OPC) to start is to make "neighborhood character" more operational by defining it the way CNA does, as clarified in the original CNA/City of Olympia: Memorandum of Understanding. The Coalition of Neighborhood Association (CNA) did a much better job than the City staff in their proposed conceptual definition of "neighborhood character". This has been done in ways that can be quantified so as to make operational the "neighborhood character" concept in measurable terms.

"Accessibility, sustainability, and equity are laudable goals that should shape city policies and actions, but they do not fit the use of the concept, "neighborhood character". 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.

I support the Coalition’s proposal to use the directly aforementioned definition of “Neighborhood Character”.

**From:** [Cari Hornbein](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Stop the road through LBA woods!  
**Date:** Friday, September 24, 2021 9:13:56 AM

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Another one that was in my junk folder.

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

From: Pam Finn <pamelafinn@comcast.net>  
Sent: Thursday, September 16, 2021 7:08 PM  
To: Cari Hornbein <chornbei@ci.olympia.wa.us>; Candi Millar <cmillar@ci.olympia.wa.us>; Aaron Sauerhoff <asauerho@ci.olympia.wa.us>  
Subject: Stop the road through LBA woods!

Dear Planning Commission,

Please approve the City Council's amendment to the comprehensive plan and vote to stop the road through LBA woods or delay it 10 years! I feel compelled to write and voice my opinion about this matter. It has become more important than ever that we protect the woods. Trails and spaces like this are becoming more precious than ever before to our physical and mental health. During this pandemic, most of us realize that having a place like this close to our homes is priceless. A place to connect to nature in peace and quiet, observing woodpeckers, owls, deer, song birds, uplifts all of us! This will only get more important as the area develops more housing.

The City cannot be serious about addressing the impacts of climate change if they support this road. Consider the environmental impact a road would have clear cutting a swatch of native forest, of rising levels of CO2 from automobile emissions, of eco-systems lost. There is an opportunity to preserve a special sanctuary where people can go to reset, revive, and breathe in the sights and sounds of nature. Do this for the future generations, be visionary, SAVE the Woods at LBA!

Sincerely,  
Pamela Finn

**From:** [Oly CNA](#)  
**To:** [Joyce Phillips](#)  
**Cc:** [Tammy Adams](#); [Rad Cunningham](#); [Paula Ehlers](#); [Carole Richmond](#); [Aaron Sauerhoff](#); [Candi Millar](#); [Gregory Quetin](#); [Tracey Carlos](#); [Zainab Nejati](#); [Cari Hornbein](#); [Melissa Allen](#)  
**Subject:** CNA Input on the Neighborhood Character Discussion  
**Date:** Saturday, October 02, 2021 11:14:22 AM  
**Attachments:** [Gmail - CNA Recommended and Suggested Changes to Neighborhood Character .pdf](#)  
[Neighborhood characteristics are useful.docx](#)

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Please find attached input on the neighborhood character discussion and I apologize for the length. But as you all know from your meetings, this topic is complex and tends to expand.

I hope our contribution to your deliberations is helpful in several ways, including thoughts on why we are struggling so much on this topic.

As I state in the letter, I believe we need a better process to get to what I believe is a lot more shared common ground than we may think.

With best regards,

--

Larry Dzieza, CNA Chair

[cna.olympia@gmail.com](mailto:cna.olympia@gmail.com)

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## CNA Recommended and Suggested Changes to "Neighborhood Character"

1 message

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Oly CNA <cna.olympia@gmail.com>

Thu, Jul 22, 2021 at 1:51 PM

To: Joyce Phillips <jphillip@ci.olympia.wa.us>, tadams@ci.olympia.wa.us, rcunning@ci.olympia.wa.us, pehlers@ci.olympia.wa.us, Carole Richmond <crichmon@ci.olympia.wa.us>, asauerho@ci.olympia.wa.us, cmillar@ci.olympia.wa.us, gquetin@ci.olympia.wa.us, tcarlos@ci.olympia.wa.us, znejati@ci.olympia.wa.us, chornbei@ci.olympia.wa.us

Cc: Melissa Allen <bhna.506.pres@gmail.com>

Bcc: Helen Wheatly <hwheatley22@comcast.net>, Judy Bardin <judybardin@comcast.net>

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)

I am writing today to the Planning Commission as the Chair of the CNA to recommend the Commissioners review the CNA suggested language regarding “neighborhood character” in the Annual Comprehensive Plan Amendment, and to address some of the assertions and misperceptions that have been expressed during the discussion on this issue to date. I also want to comment and make recommendations on process issues which, I believe, have detracted from creating the kind of community discussion and understanding likely to strengthen and improve our community.

Attached you will find the email sent to Joyce Phillips about our suggested language. I urge you to read it again. I want to make several points about it up front.

1. The CNA endorses the **values** expressed by the City Council in their definition and believe they are so important that they should be elevated to apply to the entire city without regard to neighborhood boundaries. That is why we recommended it be placed in the Values and Vision section of the Comprehensive Plan.
2. Neighborhood character is universally used in planning regarding the aspects of a neighborhood’s unique identity. As our Comprehensive Plan currently states, “Although neighborhoods will have some common features, each is unique. Recognizing this, the City envisions a public process where the needs of specific neighborhoods can be individually addressed.” Defining neighborhood character to only mean three values that are universal in application removes the concept of “uniqueness” from the definition.
3. The CNA’s position has sometimes been mischaracterized as trying to freeze in place a neighborhoods current condition despite our recommendations stating, **“Neighborhood characteristics are not stagnant and will change over time”**. In fact, many CNA meetings have been about how to accelerate change such as moving forward with “Neighborhood Centers”.
4. It sounded like several Commissioners thought that city planner Joyce Phillips’ added “fourth bullet” was in response to the CNA submittal; I want to clear up any confusion on this. It is the other way around -- the CNA subcommittee used Joyce Phillips’ fourth bullet as a base for its suggested definition of neighborhood character attributes.
5. As Joyce Phillips recognized, the Council’s language needed to be added to assure that the Comprehensive Plan will continue to be useful in practice for city planning and policy making as the term “character” is used 106 times in the Comprehensive Plan. Joyce Phillips also recommended that the definition include physical characteristics 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”.
6. Both the CNA and Joyce Phillips allowed the listing of characteristics to be an **open-ended and non-exclusive definition**. Reflecting this, Joyce Phillips fourth



bullet includes the phrase “attributes such as” and the CNA uses “may include” in its listing of potential attributes.

7. The CNA modifications to the fourth bullet captured additional non-physical attributes of neighborhood character commonly used worldwide. Specifically, the CNA additions to Joyce Phillips’ fourth bullet were based on research from other cities and experts and attempted to describe some of the factors commonly looked at in discussing and analyzing neighborhood character. A key section of the suggested language was borrowed from [New York City’s CEQR Technical Manual](#) definition of neighborhood character<sup>1</sup>.

I think a primary reason the Commission and public is having a struggle with the concept and language of neighborhood character is that the discussion often jumps between speaking about neighborhood character as a normative value (an ideal of what we want) instead of as a set of neutral (without value judgement) descriptors for understanding the neighborhood as it is.

Therefore, the CNA recommended that the Council laudable language stating their definition of aspirational values about neighborhoods should be placed in the Values and Vision section of the Comprehensive Plan.

Neighborhood character is useful when it describes attributes that distinguish one neighborhood from another. It is also a neutral term, identifying what measurable attributes are considered and not specifying the level or degree of presence that the measure *ought to be*. It does not assign a normative value to a particular characteristic’s measurement as positive or negative.

The City Council contributed to tangling up the normative versus descriptive use of the term when it framed neighborhood character as a value statement, “At the heart of this discussion is the question: what are the **desirable** characteristics of our neighborhoods?<sup>2</sup>”. While the Council is not wrong about what is at the heart of the neighborhood character question, neighborhood character exists independent of what is “desired”. This neutral Neighborhood character concept allows us to have a common language for the “discussion” about what is desired.

Whether we feel positively or negatively about a particular characteristic’s level or presence in a neighborhood depends on the context and perspective of the engaged party. How we as human beings perceive and feel about these objective measures of character is what causes us to say that neighborhood character is subjective.

Thus, while a commonly used neighborhood characteristic such as “traffic” can be objectively measured (vehicle count, speed etc.) how we “feel” about traffic is

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<sup>1</sup> Page 21-1, “100. DEFINITION - Neighborhood character is an amalgam of various elements that give neighborhoods their distinct “personality.” These elements may include a neighborhood’s land use, urban design, visual resources, historic resources, socioeconomics, traffic, and/or noise.”

<sup>2</sup> August 9, 2021 Council Letter to the Planning Commission.

subjective. Traffic as a metric can range from a lot to a little and either the “lot” or the “little” traffic could be *desired* or *unwelcomed* depending upon the current state of traffic in a particular neighborhood and the perspective of parties. A neighborhood in a commercial area may very well welcome changes that result in more traffic while a neighborhood of cul-de-sacs and children would likely prefer the same or less. This is where we, as a community gets – consistent with the traffic example – “wrapped around the axle” in our discourse.

In short, neighborhood characteristics are the yard sticks for measurement that describe our current state, not aspirational goals. I believe using the term “neighborhood character” interchangeably, --- both as a measurement and a value-laden aspirational goal -- is at the root of a lot of unfortunate misunderstanding and division I observed in the past Planning Commission meetings.

### **The State of the Dialog**

My hope is that a caring and courageous community conversation can happen to bridge the gap and forestall further polarization. As it is, the sporadic opportunities to speak with 2- or 3-minute one-way statements is a recipe for maximum feasible misunderstanding. Our city's staccato public engagement process on Comprehensive Plan amendments has basically incorporated aspects of Twitter and other social media that has so degraded our public dialog. Olympia should be better than that. **We need to have a better process in which share and learn from each other.**

I really believe there is more common ground in our visions for our community and world than many participants at the last Commission meeting would acknowledge to each other. We need a public process with the opportunity to build a virtuous cycle of understanding and will be constructive in helping us build a healthy community for all.

Unfortunately, the abbreviated Annual Comprehensive Plan Amendment process hasn't proven to be such an opportunity. Do we not have a better model for constructive community engagement in making changes to the Comprehensive Plan?

### **What Characteristics Should We Look At?**

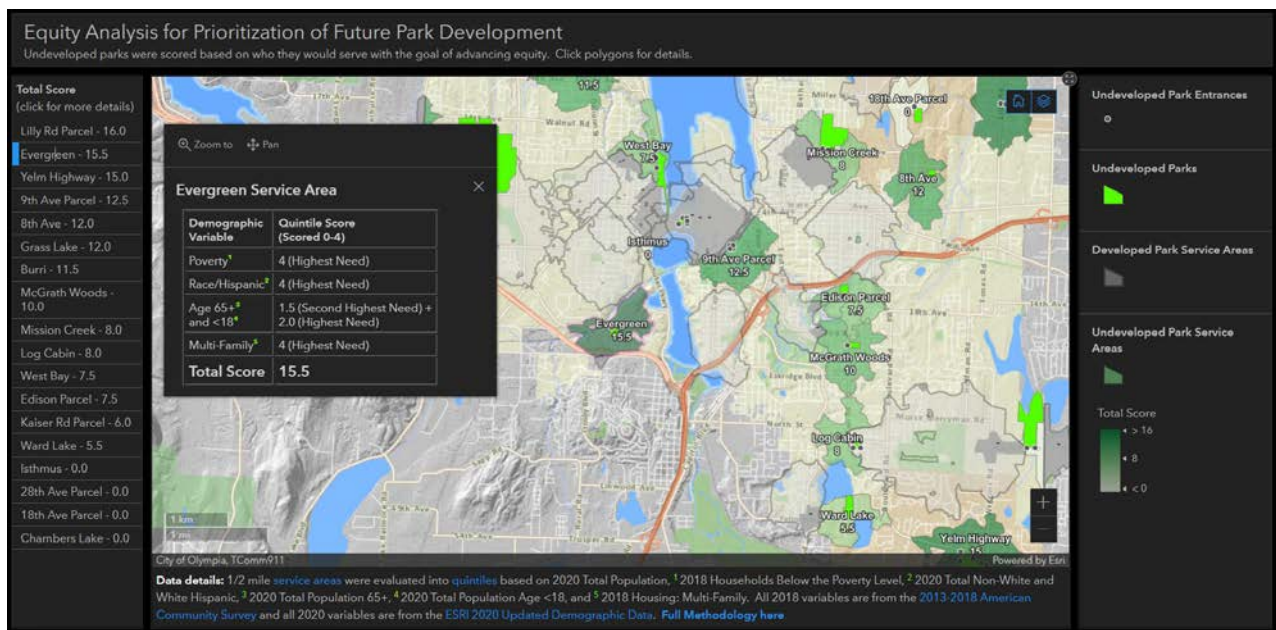
Despite both Joyce Phillips and CNAs open-ended, non-exhaustive list of neighborhood attributes, some Commissioners had problems with some of the listed characteristics. Some, like “parking” was in Joyce Phillips fourth bullet language and CNA's. In general, the CNA included non-physical attributes such as “socioeconomic” measures and “views”, both of which are also generally recognized by planners and are in the Comprehensive Plan. Excerpted from page 102, “Create desirable neighborhoods with a variety of housing opportunities, different lifestyles and income levels, and a sense of community” and “Protect views and features of the community's landscape valued by the public”.

Again, I believe the definition needs to be open-ended allowing for a more comprehensive set of characteristics as part of the definition. Reflecting this, Joyce Phillips bullet includes the phrase “attributes such as” and the CNA uses “may include” in its listing of potential attributes. The better a neighborhood’s relevant characteristics can be objectively described, the more opportunities there are for having a foundation to decide on what to improve upon and what to preserve. For example, consider socioeconomic factors of race, income, and age and other Census data.

Some Commissioners expressed particular concern over including “socioeconomic” in the CNA’s non-exhaustive list of character measures. I want to point out that **Olympia currently uses socioeconomic characteristics to guide policy now.**

For example, Olympia uses socioeconomic data to **inform efforts to further social equity.** Our Olympia Parks department created this interactive map that analyzes our city in socio-economics in terms of Race/Hispanic population, age, income (poverty), and housing type to provide information to policy makers on prioritizing where new parks are needed.

<https://olympiawa.maps.arcgis.com/apps/dashboards/9ffb10dae28c47208e629d7b1e743722>



Knowing what exists in neighborhoods today is useful for policymakers and the public to understand what changes are underway now and what policy alternatives exist in the future.

To ignore socioeconomic attributes is to deliberately keep ourselves from knowing where we are now and more importantly, where we are headed.

## The Role of Neighborhoods

Statements by some at the recent Commission meetings question what role those living in neighborhoods today should have in how their neighborhood develops in the future.

This is a questioning of a role that is deeply embedded in the current Comprehensive Plan that includes language such as: "Olympia's neighborhoods provide housing choices that fit the diversity of local income levels and lifestyles. They are shaped by thorough public planning processes that involve citizens, **neighborhoods**, and city officials."

In addition, a neighborhood role is explicit in the Memorandum of Understanding (MOU) between the city and Council of Neighborhood Associations. As the MOU states, "Olympia Municipal Code ("OMC") 18.86.040 et seq. established the Recognized Neighborhood program and the rights and responsibilities of the parties. This code provides that neighborhoods will actively participate in City decision-making processes and this agreement clarifies how the parties will collaborate on city-wide issues through dialogue and discussion."

The voice in our civic life of those living in neighborhoods today is not something that should be discounted or delegitimized. If this is not true, then we not only need to rewrite a lot more of the Comprehensive Plan and the OMC, but we also very much need a deep discussion about the value of participatory democracy.

## **Closing**

In summary, as Chair of the CNA, I am strongly urging the Commission to use this opportunity to find a way to foster a meaningful, community strengthening dialog.

It is correct and needed to acknowledge past systemic racism in housing finance, real estate "steering", appraisal, and rental practices. Where it continues today it needs to be called out and these illegal practices fully prosecuted.

As CNA Chair, I am also deeply concerned about the assertions at past Commission meetings about neighborhood associations and that neighborhood character is being used as, "a tool for exclusionary zoning" that "have specifically excluded people of color". If that is happening now, I ask those making those assertions to provide the CNA with the information about which neighborhoods this is happening in and what means is used to do it because this is completely against all the values and what the CNA represents.

Again, I believe there is less that divides us than we might think.

The CNA strongly endorses what the City Council wrote about their intent for their amendment when they stated, "*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 urge the Planning Commission to work together to find a process to get us there.

I look forward to speaking with you and the Commissioners further about this and other recommendations to build bridges of understanding.

Sincerely,

Larry Dzieza  
Chair, Council of Neighborhood Association

**From:** [Leonard Bauer](#)  
**To:** [Joyce Phillips](#)  
**Subject:** FW: Neighborhood Character  
**Date:** Monday, October 04, 2021 8:12:36 AM

---

Another comment sent to city council.

Leonard Bauer, FAICP  
Community Planning & Development Director  
City of Olympia  
PO Box 1967  
Olympia, WA 98501  
(360) 753-8206  
[www.olympiawa.gov](http://www.olympiawa.gov)  
Remember: City e-mails are public records.

Working Together To Make A Difference

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

From: ComcastIMAP <mike.mccormick@comcast.net>  
Sent: Saturday, October 2, 2021 5:30 PM  
To: CityCouncil <citycouncil@ci.olympia.wa.us>  
Cc: Leonard Bauer <lbauer@ci.olympia.wa.us>; Holly Gadbaw <hollygadbaw@comcast.net>; Kathy McCormick <kathy.mccormick@comcast.net>; Janae Huber <janae.huber@gmail.com>  
Subject: Neighborhood Character

Dear Council members,

A recent Olympian article on the planning commission's discussion about neighborhood character drew quite a reaction from me. I complimented the journalist who wrote the article. This included my brief summary of the term and it's inappropriateness in our plans and ordinances. Here's what I said—

“As a planner who has labored in this swamp for close to half a century, I've come to the conclusion that it's time for subjective terms like neighborhood character to be stricken from the books. I think Olympia has more than enough specific details in their plans and ordinances currently.

The concept has been used too often to exclude, preclude and resist change. There are enough barriers to maintaining the vitality of our community now and in the future without arguing about neighborhood character. “

It's time to eliminate this term. It's always going to be too subjective. It doesn't add any positive aspects to the debate on future development in our community. Please reconsider and quickly take the appropriate steps to retire this term.

Thank you, Mike

Mike McCormick  
360.754.2916

Comment on the Definition of Neighborhood Character for the Planning Commission's 10/4/21 Meeting.

I applaud the Commission for taking the time to come up with a definition for neighborhood character. The concept of neighborhood character is integral to Olympia's Comprehensive Plan. Words really do matter.

During the last September 20<sup>th</sup> meeting, the Commission worked on a definition that blended together the Council's, the staff's and the CNA's proposed definitions of neighborhood character. At that time, the Commission removed four words used in the CNA's definition ("socioeconomic," "noise," "traffic," and "parking") from their draft definition of neighborhood character. Some Commissioners said that use of these terms have been and would be misused to foster exclusion. However, these words are actually neutral and merely describe the dynamic characteristics of a neighborhood at a point in time.

There are two fallacies in eliminating these words. First, these aspects of a neighborhood character are a neutral description of what and who is in a neighborhood it is not making a value statement about what or who is not in the neighborhood. By saying that including socioeconomic facts about a neighborhood, like the age, income and employment of residents, enables unjustly excluding people indicates a presumption about Olympians that is unworthy, unsubstantiated and not factual. What it does is create a baseline to measure and project what impact changes to the neighborhood might have.

For example, in New York City knowing the socioeconomic condition is important in analyzing the effect of projects. Cities are now facing the fact that it has been the lowest income areas have often been victimized in bearing the brunt of environmental pollution, highway projects and zoning changes. Cities like [NYC and San Diego analyze](#) the income levels to make policy makers aware of any disproportionate impact on low-income residents.

[http://www.nyc.gov/html/oec/downloads/pdf/2014\\_ceqr\\_tm/05\\_Socioeconomic\\_Conditions\\_2014.pdf](http://www.nyc.gov/html/oec/downloads/pdf/2014_ceqr_tm/05_Socioeconomic_Conditions_2014.pdf)

This citation shows how socioeconomic is a neutral term:

The socioeconomic character of an area includes its population, housing, and economic activity. Socioeconomic changes may occur when a project directly or indirectly changes any of these elements. Even when socioeconomic changes would not result in impacts under CEQR, they are disclosed if they would affect land use patterns, low-income populations, the availability of goods and services, or economic investment in a way that changes the socioeconomic character of the area. In some cases, these changes may be substantial but not adverse. In other cases,

these changes may be good for some groups but bad for others. The objective of the CEQR analysis is to disclose whether any changes created by the project would have a significant impact compared to what would happen in the future without the project.

The second fallacy is that the definition lists characteristics in a "such as" or "includes" and is not limited to a fixed set of characteristics. And that is important to preserve because there are many aspects of a neighborhood character that could be considered. Imagine the identity of your town or neighborhood is from something you cannot even see or feel? Have you ever heard people refer to the Tacoma Aroma?

"Socioeconomic" characteristics like income, employment, housing, age of population are important to inform policies. How many people live in each unit? Are there many multi-generational families living together? Is it an area with high or low educational attainment? The idea that this information which cities around the world and Olympia uses in its policy analysis would be used perniciously is improbable in a progressive community like Olympia.

Traffic and noise are also characteristics of neighborhoods. Much of SE Olympia has the constant din of I5, whereas other sections of Olympia are much quieter. In terms of traffic, Downtown will have a lot more traffic than many other neighborhoods and maybe that is seen as a positive value for merchants. But it might also be information that might inform Intercity transit of a need for more frequent busses and planners for making a more bike and pedestrian accessibility.

Parking is also descriptive. The Capitol neighborhood has a lot of on-street parking because of its proximity to the Legislature and the era in which much of the housing was built whereas in other parts of SE Olympia, parking is more readily available and the employment factors are unlike that of the Capitol neighborhood (lobbyists and tourists).

Although smaller individual multifamily units don't require a SEPA review, larger developments of many multifamily units may well require one. SEPA clearly addresses neighborhood character in its review and includes: socioeconomics, noise, parking and traffic as review topics in the first assessment it requires, the SEPA checklist.

See the following items from the SEPA checklist:

Questions related to socioeconomics: Land and Shoreline Use, B-8(i-j)

- Approximately how many people would reside or work in the completed project?
- Approximately how many people would the completed project displace?
- Proposed measures to avoid or reduce displacement impacts, if any:

Questions related to socioeconomics: Housing B-9



- Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.
- Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
- Proposed measures to reduce or control housing impacts, if any:

Questions related to Noise: 7-b Noise

- What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
- Proposed measures to reduce or control noise impacts, if any:

Questions related to parking and traffic: B-14 Transportation

- How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?
- How many vehicular trips per day would be generated by the completed project or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Please reconsider adding "socioeconomics," "noise," "parking," and "traffic," which are already called out by SEPA via its Checklist. These are important elements in the definition of neighborhood character.

Judy Bardin  
 1517 Dickinson Ave NW  
 Olympia, WA 98502



## Land Use & Environment Committee

### Hearing Examiner Contract Review and Reporting

**Agenda Date:** 10/21/2021  
**Agenda Item Number:** 6.B  
**File Number:**21-0971

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

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#### **Title**

Hearing Examiner Contract Review and Reporting

#### **Recommended Action**

Not referred to committee

#### **Report**

##### **Issue:**

Briefing only. No action requested.

#### **Staff Contact:**

Tim Smith, Planning & Engineering Manager, Community Planning and Development, 360.570.3915

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

Tim Smith, Planning & Engineering Manager, Community Planning and Development, 360.570.3915

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

The City and Mark Scheibmeir completed a Professional Services Agreement in 2013 for Mr. Scheibmeir to carry out the duties of Hearing Examiner for the City of Olympia. The Agreement has been amended on three occasions to extend the length of the Agreement. The most recent amendment was completed in 2019 (Attachment 2). The 2019 Amendment to the Agreement is set to expire on April 30, 2022. The purpose of this agenda item is to discuss the Professional Services Agreement amendment process.

The City Council held a joint worksession with Mr. Scheibmeir in June 2021 to discuss the Hearing Examiner's role, responsibilities, and recent cases. These joint worksessions are typically held annually, most recently in both 2018 and 2019.

The position of Hearing Examiner is established in Olympia Municipal Code (OMC) Chapter 18.82. The purpose of this Chapter, as stated in OMC 18.82.020, is to:

- A. Separate the land use regulatory function from the land use planning process.
- B. Ensure procedural due process and appearance of fairness in land use regulatory hearings and decisions.
- C. Provide an efficient and effective land use regulatory system which integrates the public

hearing and decision-making processes for land use matters.

- D. Provide for consistency and predictability in land use decision making and the application of policies and regulations adopted by the City.
- E. Establish clear and understandable rules governing the land use decision-making process.

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

The work of the Hearings Examiner has been a topic of interest to many community members as development continues throughout the City.

**Options:**

- 1. Discuss process for upcoming review of contract and direct staff on specific changes to the contract amendment process.
- 2. Direct staff to conduct a Request for Qualifications process for the next Hearing Examiner contract.
- 3. Discuss and make no changes to the current contract amendment process.

**Financial Impact:**

There is not a direct financial impact related to this update. The Hearing Examiner contract provides for the Examiner to be paid on an hourly basis for required hearings. Permit fees are included in OMC 4.40 for staff costs to prepare and conduct Hearing Examiner hearings, and for appeals to the Examiner of administrative decisions.

**Attachments:**

Agreement for Professional Services - 2013

Amendment to Agreement for Professional Services - 2019

20273

**AGREEMENT FOR PROFESSIONAL SERVICES  
BETWEEN THE CITY OF OLYMPIA  
AND MARK C. SCHEIBMEIR**

THIS AGREEMENT is made this 18<sup>th</sup> day of April, 2013, between the City of Olympia, (hereinafter the "City") and Mr. Mark C. Scheibmeir (hereinafter "Hearing Examiner").

WHEREAS, Hearing Examiner is in the business of providing certain professional services specified herein; and

WHEREAS, the City desires to contract with Hearing Examiner for the provision of such services and Hearing Examiner agrees to contract with the City for same;

NOW, THEREFORE, in consideration of the mutual promises set forth herein, it is agreed between the parties as follows:

**TERMS**

I. **Description of Work.** The City of Olympia hereby appoints Mr. Mark C. Scheibmeir as the City's hearing examiner. The Hearing Examiner shall have the authority to hear all land use regulatory cases identified in Olympia Municipal Code (OMC) Chapters 18.82 and 18.75, as well as any code enforcement action where the Hearing Examiner has the authority in the OMC to hear such actions. This Agreement is the complete agreement between the parties. The City Manager and his designee has the authority of day-to-day administration of this agreement.

II. **Payment.**

- A. The City shall pay Hearing Examiner \$175.00 per hour. This hourly rate shall constitute compensation for all costs incurred by the Hearing Examiner including travel, secretarial and copying expenses.
- B. The City shall provide "clerk" services for the Examiner, which shall be limited to: duties imposed by the Olympia Municipal Code (staff reports, public notice); arranging for the time and date of hearings and other proceedings such as teleconferences and pre-hearing meetings when deemed appropriate by the Hearing Examiner; maintaining the record of a case, and providing the Hearing Examiner with a copy of the record, as requested by the Hearing Examiner; collecting and forwarding public comment as provided by code and unless otherwise specified by the Hearing Examiner; and making a recording of hearings and appeal proceedings.

III. **Relationship of Parties.** The parties intend that an independent contractor relationship will be created by this Agreement. The Hearing Examiner is customarily engaged in an independently established trade which encompasses the specific service provided to the City

hereunder. No agent, employee, representative or subcontractor of Hearing Examiner shall be or shall be deemed to be the employee, agent, representative or subcontractor of the City. None of the benefits provided by the City to its employees, including, but not limited to, compensation, insurance and unemployment insurance, are available from the City to the Hearing Examiner or Hearing Examiner's employees, agents, representatives or subcontractors. The Hearing Examiner will be solely and entirely responsible for their acts and for the acts of Hearing Examiner's agents, employees, representatives and subcontractors during the performance of this Agreement. This Agreement does not create any duty to any third party. No third party beneficiaries are created by this Agreement.

**IV. Duration of Agreement.** This Agreement shall be effective for a period commencing from the date of signature to April 30, 2015, except as provided for in paragraph V below. This Agreement may be extended by mutual written agreement of the parties.

**V. Termination.**

A. Termination Upon the City's Option. The City shall have the option to terminate this Agreement at any time. Termination shall be effective after thirty (30) days upon delivery of written notice to the Hearing Examiner, except as provided for in subparagraph V.C below.

B. Termination Upon the Hearing Examiner's Option. The Hearing Examiner shall have the option to terminate this Agreement after thirty (30) days upon delivery of written notice to the City.

C. Rights upon Termination. In the event of termination, the City shall only be responsible to pay for all services satisfactorily performed by the Hearing Examiner to the effective date of termination, as described in the final invoice to the City. The City Manager shall make the final determination about what services have been satisfactorily performed, which decision shall be final, binding and conclusive.

D. The City may terminate immediately for good cause, such as a violation of the appearance of fairness doctrine.

**VI. Discrimination.** In the hiring of employees for the performance of work under this Agreement or any subcontract hereunder, Hearing Examiner, its subcontractors or any person acting on behalf of Hearing Examiner shall not, by reason of race, religion, color, sex, national origin or the presence of any sensory, mental, or physical handicap discriminate against any person who is qualified and available to perform the work to which the employment relates.

**VII. Indemnification.** Hearing Examiner hereby releases, covenants not to bring suit and agrees to indemnify, defend and hold harmless the City, its officers, officials, employees, agents and representatives from any and all claims, costs, judgments, losses or suits including attorneys' fees, awards or liabilities to any person, including claims by Hearing Examiner's own employees to which Hearing Examiner might otherwise be immune under Title 51 RCW, arising out of or in connection with the Hearing Examiner's negligent performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

In the event of liability for any reason described above which is caused by or results from the concurrent negligence of the Hearing Examiner (and Hearing Examiner's employees, agents and representatives) and the City (and its officers, officials, employees, agents or representatives), each party's liability shall only be to the extent of its negligence. Such indemnification obligations shall extend to claims which are not reduced to a suit and any claims which may be compromised prior to the culmination of any litigation or the institution of any litigation.

The City's inspection or acceptance of any of Hearing Examiner's work when completed shall not be grounds to avoid any of these covenants of indemnification. It is further specifically and expressly understood that the indemnification provided herein constitutes Hearing Examiner's waiver of immunity under Title 51 RCW, solely for the purposes of indemnification. This waiver has been mutually negotiated by the parties.

### VIII. Insurance.

- A. The Hearing Examiner shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by Hearing Examiner, their agents, representatives, employees or subcontractors.
- B. The Hearing Examiner shall maintain the following insurance:
  1. Commercial General Liability. Insurance shall be written with limits no less than \$1,000,000 each occurrence, \$2,000,000 general aggregate and \$2,000,000 products-completed operations aggregate limit. The City shall be named as an insured under the Hearing Examiner's Commercial General Liability insurance policy with respect to the work performed for the City.
  2. Professional Liability. Insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.
- C. Verification of Coverage. Hearing Examiner shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Hearing Examiner before commencement of the work.
- D. Notice of Cancellation. The Hearing Examiner shall provide the City with written notice of any policy cancellation within two (2) business days of their receipt of such notice.
- E. Failure to Maintain Insurance. Failure on the part of the Hearing Examiner to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five (5) business days notice to the Hearing Examiner to correct the breach, immediately terminate the contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Hearing Examiner from the City.

IX. **Modification.** No waiver, alteration or modification of any of the provisions of this Agreement shall be binding unless in writing and signed by a duly authorized representative of the City and Hearing Examiner.

X. **Assignment.** Any assignment of this Agreement by Hearing Examiner without the written consent of the City shall be void.

XI. **Written Notice.** All communications regarding this Agreement shall be sent to the parties at the addresses listed below, unless notified to the contrary. Any written notice hereunder shall become effective as of the date of mailing by registered or certified mail, and shall be deemed sufficiently given if sent to the addressee at the address stated in this Agreement or such other address as may be hereafter specified in writing.

Notices should be sent to:

Mark C. Scheibmeir  
Hillier, Scheibmeir, Vey & Kelly, P.S.  
299 N. Center Street  
PO Box 939  
Chehalis, WA 98532

Phone: (360) 748-3386  
Fax: (360) 748-9533  
Email: [mscheibmeir@localaccess.com](mailto:mscheibmeir@localaccess.com)

Steven Friddle, Community Services Manager  
The City of Olympia  
Community Planning and Development Department  
PO Box 1967  
Olympia, WA 98507-1967

Phone: (360) 753-8591  
Fax: (360) 753-8087  
Email: [sfriddle@ci.olympia.wa.us](mailto:sfriddle@ci.olympia.wa.us)

XII. **Non-Waiver of Breach.** The failure of the City to insist upon strict performance of any of the covenants and agreements contained herein, or to exercise any option herein conferred in one or more instances shall not be construed to be a waiver or relinquishment of said covenants, agreements or options, and the same shall be and remain in full force and effect.

XIII. **Resolution of Disputes, Governing Law.** Should any dispute, misunderstanding or conflict arise as to the terms and conditions contained in this Agreement, the matter shall be referred to the City Manager, whose decision shall be final. Any appeal from the decision of the City Manager shall be to Thurston County superior court. This Agreement shall be governed by and construed in accordance with the laws of the State of Washington. The canon of construction against the drafter does not apply to this Agreement. Ambiguous terms shall be construed in a manner that is in the public interest.

XIV. **Effective Date.** This Agreement may be executed in multiple counterparts, and such counterparts shall collectively constitute the agreement. It is effective on the date of the last signing party. One party's signature alone does not constitute a binding offer on that party.

XV. **Authority to Sign.** By signing this Agreement below, the parties warrant that they have the authority to enter into this Agreement.

XVI. **Severability.** If any portion of this agreement is held invalid, such invalid section or sections shall not affect the remainder of the agreement.

CITY OF OLYMPIA

MARK C. SCHEIBMEIR

By: *Steve R. Hall*  
Its: *City Manager*  
Date: \_\_\_\_\_

By: \_\_\_\_\_  
Its: \_\_\_\_\_  
Date: *4/18/13*

APPROVED AS TO FORM:

*Darren Nienaber*  
Deputy City Attorney



**AMENDMENT NO. 3  
PROFESSIONAL SERVICES AGREEMENT  
BETWEEN THE CITY OF OLYMPIA  
AND MARK C. SCHEIBMEIR**

THIS AMENDMENT is effective as of the date of the last authorizing signature affixed hereto. The parties ("Parties") to this Agreement are the **CITY OF OLYMPIA**, a Washington municipal corporation (the "City"), and Mark C. Scheibmeir (hereinafter "Hearing Examiner").

**RECITALS**

1. On April 18, 2013, the City and the Hearing Examiner entered into an *Agreement for Professional Services* ("Agreement").
2. On March 31, 2015, the City and the Hearing Examiner entered into Amendment No. 1 to amend the Agreement to extend the term through April 30, 2017.
3. On April 4, 2017, the City and the Hearing Examiner entered into Amendment No. 2 to amend the Agreement to increase the rate and extend the term through April 30, 2019.
4. The City and the Contractor desire to amend the Agreement to extend the term through April 30, 2022.

**NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:**


1. Section IV of the Agreement, Duration of Agreement, is hereby amended to read as follows:

IV. Duration of Agreement. This Agreement shall be effective for a period commencing from the date of signature through ~~April 30, 2019~~ **April 30, 2022**, except as provided for in paragraph V below. This Agreement may be extended by mutual written agreement of the parties.


2. All remaining provisions of the *Agreement for Professional Services* dated April 18, 2013, as amended by Amendment No. 1 dated March 31, 2015 and as further amended by Amendment No. 2 dated April 4, 2017, and not here amended or supplemented, shall remain as written in said Agreement and shall continue in full force and effect.

IN WITNESS WHEREOF, the City and Hearing Examiner have executed this **Amendment No. 3** of the Agreement.


**CITY OF OLYMPIA**

By:   
Keith Stahley, Director  
Community Planning and Development Department  
P.O. Box 1967  
Olympia WA 98507-1967  
Date of Signature: 3/25/19

**MARK C. SCHEIBMEIR**

By:   
Mark C. Scheibmeir  
POB 939  
Chehalis, WA 98532-939  
Phone: 360-748-3386  
Date of Signature: 3/25/19

APPROVED AS TO FORM:

  
City Attorney



## Land Use & Environment Committee

### Martin Way Corridor Study

**Agenda Date:** 10/21/2021  
**Agenda Item Number:** 6.C  
**File Number:**21-0994

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

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**Title**

Martin Way Corridor Study

**Recommended Action**

**Committee Recommendation:**

Briefing. No action requested.

**City Manager Recommendation:**

Briefing. No action requested.

**Report**

**Issue:**

Update on the Martin Way Corridor Study.

**Staff Contact:**

Sophie Stimson, Interim Engineering and Planning Supervisor, Public Works Transportation, 360.753.8497

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

**Presenter(s):**

Sophie Stimson, Interim Engineering and Planning Supervisor, Public Works Transportation

Joyce Phillips, Principal Planner, Community Planning and Development

Katrina Van Every, Senior Planner, Thurston Regional Planning Council

**Background and Analysis:**

Martin Way, from Pacific Avenue to Marvin Road, passes through Olympia, Lacey and Thurston County. The Martin Way Corridor Study will better coordinate land use and transportation planning efforts along the Martin Way Corridor. Thurston Regional Planning Council (TRPC) is leading the effort with involvement of the two cities, Intercity Transit, and the County. Funding for the study comes from federal grants and local agency funds.

The roadway is identified in local and regional plans as a focal point for more intensive urban development. This study will make recommendations to update zoning and development regulations

for better alignment with the urban form envisioned for this corridor.

Martin Way has frequent transit service and is a prime candidate for increasing walking and biking activity. This study will identify strategies to improve transportation safety and mobility for all modes of travel.

The study will result in several documents and include a variety of public engagement opportunities. To date, some of what we have learned is captured in reports or summaries on TRPC's website. These include:

- A current conditions report that summarizes the history of Martin Way, existing land use, traffic patterns, and safety issues.
- The market study identifies economic opportunities and constraints.
- A residential survey was conducted in September 2020.
- A business survey was conducted winter 2020/2021.
- A visual preference survey of the public was conducted this summer.

The next milestones for the study are:

- In early 2022, an Opportunities/Alternatives Analysis will be complete. This will consider different options for redevelopment, land use standards and transportation facilities along the corridor, as well as identify a preferred alternative that incorporates public input.
- In 2022, an Implementation and Action Plan will be complete. The action plan will identify strategies to address issues raised in the current conditions report and identify specific infrastructure improvements and opportunities to increase connectivity for everyone who lives, works, and travels Martin Way.

At the meeting, staff will provide an overview of what we've learned to date and what to expect in 2022.

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

The public has asked to weigh in on a number of issues through the residential survey, business survey and visual preference survey.

**Options:**

Not applicable. Briefing only.

**Financial Impact:**

The total project cost will not exceed \$523,410. Federal Surface Transportation Block Grant program funds through the Washington State Department of Transportation will provide \$452,750 for the

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

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project. Olympia contributed \$27,000 in matching funds for the project.

**Attachments:**

Thurston Regional Planning Council Study Website

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# Meetings & Presentations

Subscribe to receive  
**MARTIN WAY**  
updates & notifications

## Online Open House

- [Explore the open house](#)
- [Visual Preference Survey, Summary, & Detailed Results \(PDF\)](#)

## June 23, 2021 Virtual Public Meeting

- [Presentation \(PDF\)](#)

## New Flash

Martin Way Corridor  
Study Visual  
Preference Survey  
Open Through July 7th  
[Read on...](#)

# Current Conditions Report

A current conditions report will summarize the history of Martin Way, existing land use, traffic patterns, and safety issues. Learn more about what we've discovered:

- [DRAFT Current Conditions Report \(PDF\)](#). The final version of the report is due to be released in July 2021.
- [Appendix 1: Martin Way Corridor Maps \(PDF\)](#). These enlarged maps accompany the text of the report.

June 2021 Project  
Update: Public Meeting  
for the Martin Way  
Corridor Study  
Join us at an online public  
meeting June 23rd from  
6-8 pm.  
[Read on...](#)

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- [Appendix 2: Residential Survey \(PDF\)](#). The residential survey was conducted in September 2020.
- [Appendix 3: Business Survey \(PDF\)](#). The business survey was conducted winter 2020/2021.
- [FINAL Market Study \(PDF\)](#). The market study identifies economic opportunities and constraints.
- [FINAL Pro Forma Analysis \(PDF\)](#). Based on a range of inputs, the pro forma analysis identifies the feasibility of various residential, commercial, and office developments.

## Next Steps

- **Opportunities/Alternatives Analysis.** The study will consider different options for redevelopment, land use standards, and transportation facilities along the corridor, and identify a preferred alternative that incorporates public input. This analysis is scheduled for completion Fall 2021.
- **Implementation and Action Plan.** The action plan will identify strategies to address issues raised in the current conditions report and identify specific infrastructure improvements and opportunities to increase connectivity for everyone who lives, works, and travels Martin Way. The plan is anticipated to be finalized in 2022.

## Background

Martin Way is a major regional thoroughfare and corridor serving the communities of Olympia, Lacey, and Thurston County. The former state highway serves as the area's primary alternative to Interstate 5, has frequent transit service, and is home to a variety of business activities and destinations. Looking forward, the corridor is forecast to grow in importance as a strategic transportation link and business destination. A comprehensive review of Martin Way's current conditions and future opportunities is underway to help guide growth to better serve the needs of the community.

The Martin Way Corridor Study will identify a common vision, as well as opportunities to develop the identity and character of the Martin Way corridor as it grows into the future. Actions may include ways to improve safety for all users of the corridor, access to businesses, routes for pedestrian and cyclists and connections to other destinations.

The study will result in several documents and include a variety of public engagement opportunities. Additional information on each of these pieces will be posted as they are developed.

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