



Meeting Agenda

City Council

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8244

Tuesday, February 9, 2021

5:30 PM

Online and via phone

Register to attend:

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

1. ROLL CALL

1.A ANNOUNCEMENTS

1.B APPROVAL OF AGENDA

2. SPECIAL RECOGNITION

2.A [21-0169](#) Special Recognition - Proclamation Recognizing Lunar New Year

Attachments: [Proclamation](#)

3. PUBLIC COMMENT

(Estimated Time: 0-30 Minutes) (Sign-up Sheets are provided in the Foyer.)

During this portion of the meeting, citizens may address the City Council regarding items related to City business, including items on the Agenda. In order for the City Council to maintain impartiality and the appearance of fairness in upcoming matters and to comply with Public Disclosure Law for political campaigns, speakers will not be permitted to make public comments before the Council in these three areas: (1) on agenda items for which the City Council either held a Public Hearing in the last 45 days, or will hold a Public Hearing within 45 days, or (2) where the public testimony may implicate a matter on which the City Council will be required to act in a quasi-judicial capacity, or (3) where the speaker promotes or opposes a candidate for public office or a ballot measure.

Individual comments are limited to two (2) minutes or less. In order to hear as many people as possible during the 30-minutes set aside for Public Communication, the City Council will refrain from commenting on individual remarks until all public comment has been taken. The City Council will allow for additional public comment to be taken at the end of the meeting for those who signed up at the beginning of the meeting and did not get an opportunity to speak during the allotted 30-minutes.

COUNCIL RESPONSE TO PUBLIC COMMENT (Optional)

4. CONSENT CALENDAR

(Items of a Routine Nature)

4.A [21-0173](#) Approval of February 2, 2021 City Council Meeting Minutes

Attachments: [Minutes](#)

- 4.B** [21-0147](#) Approval of the 2021 General Government Committee Work Plan

 Attachments: [DRAFT 2021 Work Plan](#)
- 4.C** [21-0170](#) Approval of Reappointment of John Grausam as a Regional Representative to the Capital Area Regional Public Facilities Board

 Attachments: [CARPFD 2021 Boardmembers](#)
 [CARPFD Board Information](#)
 [John Grausam Bio](#)
- 4.D** [21-0126](#) Approval of a Resolution Authorizing Acceptance of a Mental Health Field Response Grant from the Washington Association of Sheriffs and Police Chiefs

 Attachments: [Resolution](#)
 [Agreement](#)
- 4.E** [21-0171](#) Approval of a Resolution Authorizing an Intergovernmental Agreement Between the City Of Olympia, Thurston County, the Cities of Lacey, Tumwater, Yelm, and Tenino, the Towns Of Rainier and Bucoda and the Thurston County Fire Protection Districts for 9-1-1 Communications Services

 Attachments: [Resolution](#)
 [Agreement](#)
 [January 19, 2021 Presentation](#)

4. SECOND READINGS (Ordinances) - None

4. FIRST READINGS (Ordinances) - None

5. PUBLIC HEARING - None

6. OTHER BUSINESS

- 6.A** [21-0112](#) 2021 Annual Comprehensive Plan Amendment Applications Screening

 Attachments: [Applications](#)
 [Review Criteria and Evaluation](#)
 [Review Comments](#)
- 6.B** [21-0172](#) 2021 Legislative Session Update

 Attachments: [2021 Legislative Agenda](#)

7. CONTINUED PUBLIC COMMENT

(If needed for those who signed up earlier and did not get an opportunity to speak during the allotted 30 minutes)

8. REPORTS AND REFERRALS**8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS****8.B CITY MANAGER'S REPORT AND REFERRALS****9. EXECUTIVE SESSION**

- 9.A** [21-0168](#) Executive Session Pursuant to RCW 42.30.110(1)(b); RCW 42.30.110 (1)
(c) - Real Estate Matter

9. 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 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 Council

Special Recognition - Proclamation Recognizing Lunar New Year

Agenda Date: 2/9/2021
Agenda Item Number: 2.A
File Number: 21-0169

Type: recognition **Version:** 1 **Status:** Recognition

Title

Special Recognition - Proclamation Recognizing Lunar New Year

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Proclaim February 12, 2021 as Lunar New Year, the year of the Ox in the City of Olympia.

Report

Issue:

Whether to proclaim February 12, 2021 as Lunar New Year, the year of the Ox in the City of Olympia.

Staff Contact:

Susan Grisham, Executive Assistant, 360.753.8244

Presenter(s):

Councilmember Yến Huỳnh
Congresswoman Marilyn Strickland, US Representative for WA-10
Mingta Lin, President, Olympia Area Chinese Association (OACA)

Background and Analysis:

Celebrated by 1.5 Million people around the world, Lunar New Year is seen as a time for new beginnings and family gathering with the overarching themes of fortune, happiness, and health.

Lunar New Year marks the first new moon of the lunisolar calendars, which are regulated by the cycles of the moon and sun. A solar year-the time it takes Earth to orbit the sun-lasts around 365 days, while a lunar year, or 12 full cycles of the Moon, is approximately 354 days.

Traditional to many east Asian countries, Lunar New Year is celebrated across several countries and territories in Asia, including China, South Korea, Singapore and Vietnam. In the U.S., it is commonly associated with what is often called Chinese New Year, the American version of China's 15-day-long festivities.

In 2021, the Lunar New Year falls on February 12 and is designated as the Year of the Ox. The Ox is an animal sign characterized by honesty, diligence, strength, and determination.

Attachments:

Proclamation

PROCLAMATION

WHEREAS, on this 12th day of February in 2021, the people of Olympia join the commemoration of the first day of the Lunar New Year, which is observed in many Asian cultures around the world and by many Olympia residents, and lasting for varying amounts of time among each cultural group; and

WHEREAS, the Lunar New Year is an important cultural event when Asian Americans celebrate their customs and traditions with familial reunion, traditional clothing, foods, and spiritual practices; and

WHEREAS, Lunar New Year celebrations take place each year in the Olympia community, providing opportunities for all to take part in this enriching cultural experience; and

WHEREAS, the City of Olympia is dedicated to the values of diversity, equity, and inclusion; and

WHEREAS, Asian Americans are a vital constituent of the Olympia community and the Olympia population continues to grow in diversity; and

WHEREAS, the City of Olympia embraces the many important cultural customs practiced within our community as we value the uniqueness of our community members; and

WHEREAS, recognizing cultural diversity enhances our community's understanding of one another, the different ways we make meaning and sense of the world around us, and nurtures the human spirit; and

WHEREAS, this is a time of joy and renewal as we reflect on our past successes and lessons learned and create new goals and objectives for the coming year; and

WHEREAS, in observation of this Lunar New Year, and according to the zodiac calendar observed in many Asian cultures, this year is designated as the Year of the Ox, an animal sign characterized by honesty, diligence, strength, and determination, qualities that our Council strives to emulate;

NOW, THEREFORE, BE IT RESOLVED, the Olympia City Council, does hereby proclaim February 12, 2021 as

LUNAR NEW YEAR

in the city of Olympia and encourages all residents to celebrate the richness of cultural heritage within our community and recognize the valuable contributions of Asian Americans to our community through recognition of the Lunar New Year. We wish happiness, longevity, and good fortune to everyone celebrating the Year of the Ox.

SIGNED IN THE CITY OF OLYMPIA, WASHINGTON THIS 9th DAY OF FEBRUARY 2021.

OLYMPIA CITY COUNCIL

Cheryl Selby, Mayor



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

City Council

Approval of February 2, 2021 City Council Meeting Minutes

Agenda Date: 2/9/2021
Agenda Item Number: 4.A
File Number:21-0173

Type: minutes **Version:** 1 **Status:** Consent Calendar

Title

Approval of February 2, 2021 City Council Meeting Minutes



Meeting Minutes - Draft

City Council

City Hall
601 4th Avenue E
Olympia, WA 98501

Information: 360.753.8244

Tuesday, February 2, 2021

5:30 PM

Online and via phone

Register to attend:

https://us02web.zoom.us/webinar/register/WN_X3dMXoZlQoGfCehXN3PVYQ

1. ROLL CALL

Present: 7 - Mayor Cheryl Selby, Councilmember Jim Cooper, Councilmember Clark Gilman, Councilmember YẾN Huýnh, Councilmember Dani Madrone, Councilmember Lisa Parshley and Councilmember Renata Rollins

1.A ANNOUNCEMENTS

Interfaith Works Executive Director Meg Martin and Relations Director Corey Possens discussed events to help process and commemorate the grief and loss caused by the COVID-19 pandemic. Information about the events can be found at www.interfaithworks.org.

City Manager Jay Burney shared information about a tragic loss of life in the community. He shared information about resources in the Community.

Councilmembers shared personal statements about the incident that occurred on Sunday at the Red Lion in downtown.

1.B APPROVAL OF AGENDA

The agenda was approved.

2. SPECIAL RECOGNITION

2.A [21-0134](#) Special Recognition - Proclamation Recognizing Black History Month

The recognition was received.

2.B [21-0138](#) Special Recognition - Proclamation Recognizing the 100 Year Anniversary of the Rotary Club of Olympia

The recognition was received.

3. PUBLIC COMMENT

The following people spoke: Tom Crawford, Jim Lazar, Chris van Daalen, Tierra Watkins,

Nolan Hibbard-Pelly, Christina Janis, Madison Hall, Peter Cook, Elsa Bruton, and Robert Berman.

COUNCIL RESPONSE TO PUBLIC COMMENT (Optional)

4. CONSENT CALENDAR

- 4.A** [21-0143](#) Approval of January 7, 2021 City Council Special Meeting Minutes

The minutes were adopted.

- 4.B** [21-0144](#) Approval of January 8, 2021 City Council Retreat Meeting Minutes

The minutes was adopted.

- 4.C** [21-0145](#) Approval of January 9, 2021 City Council Retreat Meeting Minutes

The minutes were adopted.

- 4.D** [21-0128](#) Approval of January 21, 2021 City Council Meeting Minutes

The minutes were adopted.

- 4.E** [21-0115](#) Approval of the 2021 Land Use and Environment Committee Work Plan

The decision was adopted.

- 4.F** [21-0130](#) Approval of the 2021 Finance Committee Work Plan

The decision was adopted.

- 4.G** [21-0118](#) Approval of a Proposal to Dedicate Affordable and Supportive Housing Funds from HB 1406 to Emergency Rent Assistance

The decision was adopted.

- 4.H** [21-0084](#) Approval of a Bid Award for the Water Street Lift Station Generator Replacement Project

The decision was adopted.

- 4.I** [21-0123](#) Approval of Community Development Block Grant (CDBG) Program Year 2019 Annual Report

The decision was adopted.

- 4.J** [21-0124](#) Approval of a Resolution Authorizing a Funding Agreement with Low-Income Housing Institute for Plum Street Village

The resolution was adopted.

4. SECOND READINGS (Ordinances)

- 4.K** [21-0017](#) Approval of an Ordinance Granting the Renewal of a Franchise Agreement with Comcast for Use of City Rights-of-Way to Operate and Maintain a Cable Communication System

The ordinance was approved on second reading.

- 4.L** [21-0059](#) Approval of an Ordinance Amending Olympia Municipal Code, Chapter 4.24.010, Section D, Storm and Surface Water Fees

The ordinance was approved on second reading.

Approval of the Consent Agenda

Councilmember Parshley moved, seconded by Councilmember Cooper, to adopt the Consent Calendar. The motion carried by the following vote:

Aye: 7 - Mayor Selby, Councilmember Cooper, Councilmember Gilman, Councilmember Huýnh, Councilmember Madrone, Councilmember Parshley and Councilmember Rollins

4. FIRST READINGS (Ordinances) - None

PULLED FOR SEPARATE ACTION

- 4.M** [21-0117](#) Approval of an Ordinance Adopting International Building Codes - First and Final Reading

The ordinance was approved on first and final reading.

Aye: 7 - Mayor Selby, Councilmember Cooper, Councilmember Gilman, Councilmember Huýnh, Councilmember Madrone, Councilmember Parshley and Councilmember Rollins

5. PUBLIC HEARING - None

6. OTHER BUSINESS

- 6.A** [21-0122](#) Approval of a Resolution Declaring a Climate Emergency

Councilmember Parsley moved, seconded by Councilmember Cooper, to adopt the a resolution declaring a climate emergency. The motion carried by the following vote:

Aye: 7 - Mayor Selby, Councilmember Cooper, Councilmember Gilman, Councilmember Huýnh, Councilmember Madrone, Councilmember Parshley and Councilmember Rollins

6.B [21-0120](#) Approval of a Resolution Accepting the Thurston Climate Mitigation Plan

Councilmember Parsley moved, seconded by Councilmember Cooper, to adopt the a resolution accepting the Thurston Climate Mitigation Plan. The motion carried by the following vote:

Aye: 7 - Mayor Selby, Councilmember Cooper, Councilmember Gilman, Councilmember Huýnh, Councilmember Madrone, Councilmember Parshley and Councilmember Rollins

6.C [21-0121](#) Approval of a Resolution Authorizing an Interlocal Agreement with Thurston County, City of Lacey, City of Olympia, City of Tumwater and Thurston Regional Planning Council for Implementation of the Thurston Climate Mitigation Plan

Councilmember Parshley moved, seconded by Councilmember Cooper, to approve a resolution authorizing an Interlocal Agreement with Thurston County, City of Lacey, City of Olympia, City of Tumwater and Thurston Regional Planning Council for Implementation of the Thurston Climate Mitigation Plan. The motion carried by the following vote:

Aye: 7 - Mayor Selby, Councilmember Cooper, Councilmember Gilman, Councilmember Huýnh, Councilmember Madrone, Councilmember Parshley and Councilmember Rollins

6.D [21-0132](#) Briefing on the Public Engagement Process for Re-Imagining Public Safety

The report was received.

7. CONTINUED PUBLIC COMMENT

8. REPORTS AND REFERRALS

8.A COUNCIL INTERGOVERNMENTAL/COMMITTEE REPORTS AND REFERRALS

Councilmembers reported on meetings and events attended.

Councilmember Parshley discussed and sought approval of a letter drafted to the legislature supporting bills addressing public safety concerns; bills HB 1054, HB 1310, HB 1202 and SB 5051. The Council discussed the letter and agreed to approve it and send it to the legislature with the removal of HB 1202.

Councilmember Madrone discussed and sought approval of a letter drafted to the legislature supporting bills addressing issues related to open carry and militias; HB 1234, HB 1283, HB 1313 and SB 5038. Council discussed the letter and agreed to approve it and send it to the legislature

The Council also discussed working on a process to address handling similar letters in the future.

8.B CITY MANAGER'S REPORT AND REFERRALS

City Manager Burney shared that he will be working on a scope of work and proposal for the Police Auditor to review the Olympia Police Department's crowd control tactics.

He also gave an update on the Police Chief recruitment, sharing that a process for engagement with the community with candidates during the interview process is being developed.

9. ADJOURNMENT

The meeting adjourned at 9:13 p.m.



City Council

Approval of the 2021 General Government Committee Work Plan

Agenda Date: 2/9/2021
Agenda Item Number: 4.B
File Number: 21-0147

Type: decision **Version:** 1 **Status:** Consent Calendar

Title

Approval of the 2021 General Government Committee Work Plan

Recommended Action

Committee Recommendation:

The General Government Committee recommends approval of its 2021 Work Plan with the understanding that the topics and schedule may change throughout the year to accommodate emerging issues.

City Manager Recommendation:

Move to approve the General Government Committee's 2021 Work Plan with the understanding that the topics and schedule may change throughout the year to accommodate emerging issues.

Report

Issue:

Whether to approve the General Government Committee 2021 Work Plan.

Staff Contact:

Kellie Purce Braseth, Strategic Communications Director, 360.753.8361

Presenter:

None - Consent Calendar Item.

Background and Analysis:

The General Government Committee finalized its 2021 Work Plan at its January 27 meeting. The Committee's 2021 regular meetings will be held on the fourth Wednesday of each month at 5:30 p.m.

Neighborhood/Community Interests:

N/A

Options:

1. Approve the General Government Committee 2021 Work Plan with the understanding that the topics and schedule may change throughout the year to accommodate emerging issue.
2. Modify the General Government Committee 2021 Work Plan and approve the modified work

plan.

3. Do not approve the work plan as submitted.

Financial Impact:

None

Attachments:

Draft General Government Committee 2021 Work Plan



DRAFT 2021 General Government Committee

Schedule of Regular and Special Meetings

Note: Meeting dates and agenda items are subject to change.

Regular meeting: 4th Wednesday, 5:30 – 7:30 p.m., Olympia City Hall/Via Zoom during COVID-19 Emergency

Committee Members: Councilmembers Renata Rollins (Chair), Yến Huýnh, Dani Madrone

***Key: CSH = Community, Safety & Health •DT= Downtown •ECON= Economy •ENV= Environment •NBH= Neighborhoods**

Date	Tentative Agenda	Lead Staff	Comp. Plan Goal *	Notes/Debrief
January 27	<ul style="list-style-type: none"> General Govt. 2021 Work Plan Review Heritage Award nomination criteria and process Police Auditor Update 	Kellie Braseth Marygrace Goddu Kellie Braseth	Csh Csh Csh	
February 24	<ul style="list-style-type: none"> Prepare for Annual Meeting with Committee Chairs Economic Development Update 2012 Heritage Award Nominee Recommendations Social Justice & Equity Commission update 	Kellie Braseth Mike Reid Marygrace Goddu Olivia Salazar de Breaux	Csh Econ/DT Csh csh	
March 24	<ul style="list-style-type: none"> Discussion of Annual Retreat Facilitation Annual Work Plan Review Meeting with Advisory Committee Chairs 	Jay Burney Kellie Braseth Kellie Braseth	csh csh	
April 14 <i>Special Meeting</i>	<ul style="list-style-type: none"> Discussion of Council Guideline Updates 	Kellie Braseth		
April 27 <i>Special Meeting</i>	<ul style="list-style-type: none"> Advisory Board Candidate Interviews 	Kellie Braseth		
April 28	<ul style="list-style-type: none"> Mid-Year Retreat Discussion DT Ambassador Update PBIA Briefing Social Justice & Equity Commission update on race conversations 	Jay Burney/Kellie Mike Reid Max DeJarnatt Olivia Salazar de Breaux	csh dt dt	

Update: January 29, 2021

May 26	<ul style="list-style-type: none"> Public Safety / OPD Updates (CRU/Familiar Faces) Economic Development Update Community Development Block Grant (CDBG)– Program Year 2021 Action Plan Complaint Process Overview 	Aaron Jelcick Mike Reid Cary Retlin Kellie Braseth	csh econ csh csh	
June 23	<ul style="list-style-type: none"> Social Justice & Equity Commission recruitment appointment Process Discussion of equity & recruitment for boards and commissions Poet Laureate Update 	Olivia Salazar de Breaux Kellie	Csh Csh	
July 28	<ul style="list-style-type: none"> Scoping Advisory Board Recruitment Process Police Auditor 	Kellie Braseth Debbie Sullivan	csh Csh	
August 25	<ul style="list-style-type: none"> Public Safety/OPD Update (Fire Department) Economic develop. Update 	Mark John Mike Reid	csh econ	
September 22	<ul style="list-style-type: none"> Biennial Review of Council Guidelines (done on even years) Council Annual Retreat Agenda Discussion Police Auditor update 	Kellie Braseth Jay Burney Debbie Sullivan	 Csh	
October 27	<ul style="list-style-type: none"> DT Ambassador Update PBIA Update Public Safety/OPD Update 	Amy Buckler Max DeJarnatt Aaron Jelcick	dt dt	
November 24 <i>No Meeting</i>	GGC WILL COMBINE NOVEMBER AND DECEMBER MEETINGS. <ul style="list-style-type: none"> Economic development update GG Committee Work Plan for 2022 Scoping Advisory Committee work plan process 	Mike Reid Kellie Braseth Kellie Braseth	econ	
December 8 <i>Special Meeting</i>				



City Council

Approval of Reappointment of John Grausam as a Regional Representative to the Capital Area Regional Public Facilities Board

Agenda Date: 2/9/2021
Agenda Item Number: 4.C
File Number: 21-0170

Type: decision **Version:** 1 **Status:** Consent Calendar

Title

Approval of Reappointment of John Grausam as a Regional Representative to the Capital Area Regional Public Facilities Board

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve the reappointment of John Grausam as a Regional Representative to the Capital Area Regional Public Facilities District Board for a 4-year term beginning March 1, 2021 ending on March 1, 2025.

Report

Issue:

Whether to reappoint John Grausam as a Regional Representative to the Capital Area Regional Public Facilities District Board.

Staff Contact:

Susan Grisham, Executive Assistant, 360.753.8244

Presenter(s):

None - Consent Calendar Item.

Background and Analysis:

The Capital Area Regional Public Facilities District (CARPFD) Board is an interjurisdictional body created by the cities of Olympia, Lacey, Tumwater and Thurston County.

The purpose of this district is to receive PFD revenues from the State and then enter into contracts with local entities for regional projects, based on the Interlocal Agreements. Currently the CARPFD has contracts with the city of Lacey for the Regional Athletic Complex (RAC) and the City of Olympia for the Hands on Children's Museum.

The CARPFD is managed by a seven-member Board of Directors. Three members of the Board are appointed jointly by the four local jurisdictions. The remaining four members are appointed individually by each of the jurisdictions to four-year terms. A roster of current boardmembers is attached.

The Regional Representative position is one of the three positions appointed jointly by the jurisdictions. John Grausam has expressed an interest to continue in her capacity as a Regional Representative on this Board. A brief bio for Mr. Grasuum is attached.

Staff recommends the reappointment of John Grausam to the CARPFD Board.

Neighborhood/Community Interests (if known):

None known.

Options:

1. Reappoint John Grausam to a 4-year term.
2. Refer the matter to the General Government Committee for a recommendation.

Financial Impact:

None.

Attachments:

CARPFD 2021 Boardmembers
CARPFD Board Information
John Grausam Bio

CAPITAL AREA REGIONAL – PUBLIC FACILITIES DISTRICT

ESTABLISHED IN 2003

BOARD OF DIRECTORS (2020-2021)

FOUR YEAR TERM - NO TERM LIMITS

Nancy Clauson, President (2020-2021) <i>Regional Representative</i> <hr/> Appointed: 03.03.2012 Reappointed: 03.01.2016, 03.01.2020 Term Expiration: 03.01.2024	Ken Parsons, Secretary/Treasurer (2020-2021) <i>Thurston County Representative</i> <hr/> Appointed: 02.25.2003 Reappointed: 02.12.2007, 03.01.2011, 2015, 09.18.2018 Term Expiration: 03.01.2023
Chris Leicht <i>Regional Representative</i> <hr/> Appointed: 04.01.2010 Reappointed: 05.22.2014, 07.12.2018 Term Expiration: 03.01.2022	Dennis Reed <i>City of Lacey Representative</i> <hr/> Appointed: 02.25.2003 Reappointed: 03.01.2007, 2011, 2015, 12.06.2018 Term Expiration: 03.01.2023
John Grausam <i>Regional Representative</i> <hr/> Appointed: 05.07.2019 (unexpired term) Term Expiration: 03.01.2021	David Brine <i>City of Olympia Representative</i> <hr/> Appointed: 12.04.2007 Reappointed: 03.01.2011, 2015, 02.05.2019 Term Expiration: 03.01.2023
City of Lacey Administrative Support City Clerk's Office Lacey City Hall 420 College St SE Lacey WA 98503 360.486.8704 pedmonds@ci.lacey.wa.us	Trent Grantham <i>City of Tumwater Representative</i> <hr/> Appointed: 03.01.2011 Reappointed: 03.01.2015, 10.16.2018 Term Expiration: 03.01.2023

CAPITAL AREA REGIONAL - PUBLIC FACILITIES DISTRICT
BOARD OF DIRECTORS - MEMBER INFORMATION

ACTION NEEDED

John Grausam's term as a regional representative on the CAR-PFD Board will expire on March 1, 2021. John was appointed in 2019 to fill an unexpired term, and has expressed interest in continuing to serve.

Regional representatives are appointed by the elected officials of Lacey, Olympia, Tumwater and Thurston County.

- **DUTIES OF THE BOARD** - In accordance with paragraph 3.C. of the Interlocal Agreement, the Public Facilities District shall file annual financial statements and annual reports with Olympia, Lacey, Tumwater, and the County within 90 days after the end of each fiscal year. No other powers are granted and no other duties are authorized to be performed by the District, unless authorized by the District's Charter and the terms of the contract between the District and City of Olympia and the contract between the District and City of Lacey.
- **NUMBER OF BOARD MEMBERS** - The Board shall be composed of seven members appointed in accordance with the terms of *RCW 35.57.010(3)(c)*.
- **TERMS** - Four-year terms (*RCW 35.57.010(3)(c)*)
- **FOUR MEMBERS** - Of the four members to be appointed under *RCW 35.57.010(3)(c)(ii)*, one each shall be appointed by the City Councils of Olympia, Lacey and Tumwater and by the County Commissioners. The appointments shall be subject to the recommendations from local organizations required by *RCW 35.57.010(3)(c)(ii)*, as follows:

“The four members appointed by the legislative authority are based on recommendations from local organizations. The members appointed under (c)(ii) shall be based on recommendations received from local organizations that include, but are not limited to the local chamber of commerce, local economic development council, local labor council, and a neighborhood organization that is directly affected by the location of the regional center in their area.”

- **THREE MEMBERS** - Three members appointed as **regional representatives** by the elected officials of Lacey, Olympia, Tumwater, and Thurston County. The members appointed shall not be members of the legislative authorities. (*RCW 35.57.010(3)(c)(i)*)

CAPITAL AREA REGIONAL – PUBLIC FACILITIES DISTRICT

JOHN GRAUSAM BIOGRAPHY

John was born on October 15, 1952, to William and Mary Grausam, formerly Collins in Woodbridge, New Jersey. During his years at Woodbridge High School he was a member of the Police Junior Rifle Association, and recipient of an American Legion award for his views on patriotism. While serving as a Sergeant in the U.S. Army from 1969 – 1976, he completed tours in Alaska, Korea, and with the Airborne Rangers at Ft. Lewis, Washington. He is a graduate of the Non-Commissioned Officers Academy and recipient of the Expert Infantry Badge and Parachute Badge. John married Terri Burger from Lacey, Washington in 1976 and she became his lifelong love. He earned an Associates Degree from South Puget Sound Community College in 1977, where he was elected to the Student Senate. John welcomed his son, Zachary, into the world on April 27, 1978 and his daughter, Bethany, on January 29, 1982. He was employed in the Building Services Department at St. Peter Hospital from 1979 – 1994 providing technical services for a one million square foot healthcare facility. While employed at the hospital, John served on the Safety Management Council and managed the Loss Prevention Program. John worked at St. Michael Catholic Parish from 1995 - 2018, as Facilities Director serving over 8,000 parishioners at three sites in Thurston County. He was Chairman of the Parish Safety, Technology & Landscape Committees. Additionally, he was the project manager responsible for building a 10,000 square foot Worship Center, and a 21,000 square foot Ministry Center along with other capital improvements that totaled over 20 million dollars. He personally raised over 4.5 million in grants, budget savings & in-kind contributions along with introducing award winning energy and conservations programs. John was a member of the Washington Association of Maintenance and Operations Administrators where he earned the professional designation School Facilities Administrator.

While attending the Church of Living Water from 1979 – 1995, he was elected to the Church Council, organized bread deliveries for the poor, served as Head Usher for 12 years and was Chairman of the Activities Committee that produced two variety shows and an all-church picnic. From 1991 – 1993 John returned to college and completed 3 years course work in management, and during his professional career has completed over 50 technical courses. He was elected President of the 150 home Belair Neighborhood Association for two terms, and served three terms on the Lacey Parks Commission. During his tenure on the Parks Commission John was Chairman of the Bikes, Boards, and Blades Committee and helped create Lacey's first skate park facility. He also served on the Steering Committee that successfully passed a ten million dollar Parks Improvement Bond. When the Public Facilities District was created John was instrumental in mobilizing support among the sports associations and user groups who would directly benefit from it. John was elected once as Vice Chairman and four times as Chairman of the Lacey Parks Commission. He is the recipient of the City of Lacey Distinguished Public Service Award and is currently a board member of the Friends of the Lacey Library. John has been a resident of Lacey since 1973.



City Council

Approval of a Resolution Authorizing Acceptance of a Mental Health Field Response Grant from the Washington Association of Sheriffs and Police Chiefs

Agenda Date: 2/9/2021
Agenda Item Number: 4.D
File Number: 21-0126

Type: contract **Version:** 1 **Status:** Consent Calendar

Title

Approval of a Resolution Authorizing Acceptance of a Mental Health Field Response Grant from the Washington Association of Sheriffs and Police Chiefs

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve a resolution authorizing acceptance of a Mental Health Field Response Grant from the Washington Association of Sheriffs and Police Chiefs (WASPC).

Report

Issue:

Whether to approve a resolution authorizing acceptance of a Mental Health Field Response Grant from the WASPC.

Staff Contact:

Anne Larsen, Outreach Services Coordinator, Police, 360.753.8238

Presenter(s):

None - Consent Calendar Item.

Background and Analysis:

As an alternative first responder model, the Crisis Response Unit (CRU) team works with Olympia community members in crisis due to behavioral health, poverty, substance use and mental health conditions. The CRU team responds to community members independent of law enforcement and at times in coordination with law enforcement.

Between April 1, 2020 and December 31, 2020, the number one referral the CRU team made was to a Designated Crisis Responder (DCR) for an evaluation of an individual who was either gravely

disabled, or a harm to themselves or others.

The result of coordinated crisis outreach benefits the community, law enforcement, the DCR's and the client. Community members in crisis are almost always safer and receive better treatment when crisis work is done in the community and not in emergency rooms or jails. This proposed resolution authorizes the use of grant funding for the addition of a Designated Crisis Responder (DCR) through Olympic Health and Recovery Services.

The resulting continuity of care for the most vulnerable individuals in our community will provide better long lasting, sustained care for those in crisis. Adding a DCR to the program will benefit OPD officers (shorten wait times for community evaluations) and have long-lasting steadfast benefits to the Olympia community (stability and smooth transition from treatment centers). The goal of this grant application is to make Olympia a safe, healthy and vibrant community for all.

Neighborhood/Community Interests (if known):

This program provides support to the most vulnerable members of our community, helps connect community members to existing services and coordination upon reentry into the community.

Options:

1. Approve the resolution authorizing acceptance of the Mental Health Field Response Grant from WASPC. OPD will move forward with contracting for the additional grant-funded tasks.
2. Do not approve the Resolution Authorizing Acceptance of the Mental Health Field Response Grant from WASPC. OPD will continue providing services with current resources available.

Financial Impact:

The budget is included in the agreement.

Attachments:

Resolution
Agreement

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA, WASHINGTON, APPROVING A MENTAL HEALTH FIELD RESPONSE GRANT AGREEMENT BETWEEN THE CITY OF OLYMPIA AND THE WASHINGTON ASSOCIATION OF SHERIFFS AND POLICE CHIEFS.

WHEREAS, the City has a program that provides services to the most vulnerable members of Olympia to address obstacles to stable living such as housing, securing identification, medical appointments, and other barriers; and

WHEREAS, the Washington Association of Sheriffs and Police Chiefs (WASPC) provides grant opportunities to assist police agencies in helping vulnerable community members; and

WHEREAS, the City received notice of an award of \$54,000 to renew its Mental Health Field Response Grant through WASPC; and

WHEREAS, acceptance of this particular grant will assist a segment of Olympia's community members whose link to criminal behavior is identified as substance abuse, mental health issues, or poverty; and

WHEREAS, these grant funds will allow the City to continue its contract with Catholic Community Services by helping to fund mental health services, peer navigators, and administrative services;

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE as follows:

1. The Olympia City Council hereby approves the Grant Agreement for Mental Health Field Response Teams between the City of Olympia and the Washington Association of Sheriffs and Police Chiefs and the terms and conditions contained therein.
2. The City Manager is directed and authorized to execute on behalf of the City of Olympia the Grant Agreement, as well as any other documents necessary to obligate funds and/or to fulfill the terms and conditions required in the Grant Agreement to continue the Mental Health Field Response Program and to make any minor modifications as may be required and are consistent with the intent of the Grant Agreement, or to correct any scrivener's errors.

PASSED BY THE OLYMPIA CITY COUNCIL this _____ day of _____ 2021.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:



DEPUTY CITY ATTORNEY

**Washington Association of
Sheriffs & Police Chiefs**

**Mental Health Field Response Team
Program Face Sheet**

1. **Contractor's Name & Address:** City of Olympia
601 4th Avenue East
Olympia, WA 98501
2. **Tax Identification No.:** 91-6001261
3. **Contract No.:** MHFRT-2021-001-004
4. **Contractor's Point of Contact:**
Name: Anne Larsen
Title: Outreach Services Coordinator
Telephone: 360-790-0387
Email: alarsen@ci.olympia.wa.us
5. **Contract Period:** January 1, 2021 - June 30, 2021
6. **Funding Authority:** Washington State Criminal Justice Training Commission
and Washington Association of Sheriffs & Police Chiefs
7. **Service Area:** City of Olympia
8. **Requests for Reimbursement under this CONTRACT are capped at:** \$54,000.00

IN WITNESS WHEREOF, the Washington Association of Sheriffs & Police Chiefs (WASPC) and the City of Olympia (CONTRACTOR) acknowledge and accept the terms of this CONTRACT and the attachments hereto, and in witness where of have executed this CONTRACT as of the date and year last written below. The rights and obligations of both parties to this CONTRACT are governed by the information on this CONTRACT Face Sheet and other documents incorporated herein by reference: Contract Specific Terms and Conditions; and the Project Narrative and Budget Worksheet which constitute the Statement of Work.

FOR WASPC:

Steve Strachan
Steve Strachan, Executive Director
Washington Association of
Sheriffs & Police Chiefs
Date: 01/25/2021

FOR CONTRACTOR:

Steven J. Burney, City Manager
City of Olympia
Date: _____

Approved as to Form:

[Signature]
Deputy City Attorney

CONTRACT SPECIFIC TERMS AND CONDITIONS
WASHINGTON ASSOCIATION OF SHERIFFS & POLICE CHIEFS
MENTAL HEALTH FIELD RESPONSE TEAMS GRANT PROGRAM

This AGREEMENT is entered into by and between the WASHINGTON ASSOCIATION OF SHERIFFS & POLICE CHIEFS (hereinafter referred to as WASPC); and the CITY OF OLYMPIA (hereinafter referred to as the CONTRACTOR).

NOW, THEREFORE, in consideration of the covenants, performances, and promises contained herein, the parties hereto agree as follows:

FUNDING SOURCE

Funding for this CONTRACT is provided to WASPC by the Washington State Health Care Authority, misdemeanor diversion program (funding period of January 1, 2021 through June 30, 2021).

SCOPE OF SERVICES

The CONTRACTOR shall use the state funds awarded hereunder solely for salary and benefits, costs and contracted services, goods and services, and travel and other essential costs to support the further defined by the STATEMENT OF WORK.

SCOPE OF WORK

The CONTRACTOR shall seek to implement the activities and to achieve the goals and objectives of the Mental Health Field Response Teams Program, as set forth in the STATEMENT OF WORK.

SCOPE OF WORK REVISIONS

The CONTRACTOR shall submit to WASPC a written request to effect any significant change to the SCOPE OF WORK as expressed in the STATEMENT OF WORK. Such requests shall be accompanied by a revised STATEMENT OF WORK or other supporting documents and shall be accepted by WASPC before the activities supporting the revised SCOPE OF WORK qualify as part of the SCOPE OF SERVICES.

BUDGET REVISIONS

The CONTRACTOR shall submit to WASPC a written request to effect any change(s) in the project budget which reflect a cumulative transfer of greater than ten (10) percent in the aggregate among budget line items as indicated on the

CONTRACT Face Sheet. WASPC may approve or deny the request at its sole discretion.

PERFORMANCE STANDARDS

The CONTRACTOR shall perform the services as defined in the STATEMENT OF WORK incorporated herein; in accordance with the budget and estimated expenditure plan, as stated on the CONTRACT Face Sheet and in accordance with the Mental Health Field Response Teams Program, as well as other policies and procedures issued by WASPC.

PERIOD OF OBLIGATION

The CONTRACT period during which financial assistance may be provided is indicated on Line 5 of the CONTRACT Face Sheet.

ALLOWABLE COSTS

Allowable costs shall include costs incurred by the CONTRACTOR from the first date of the CONTRACT period, until the CONTRACT is terminated or expires as provided herein, but in no event shall allowable costs exceed the maximum stated amount of the CONTRACT as provided on Line 8 of the CONTRACT Face Sheet. Costs allowable under this CONTRACT are based on a budget approved by WASPC.

WASPC shall pay to the CONTRACTOR all allowable costs incurred from the first date of the CONTRACT period until this CONTRACT is terminated or expires evidenced by proper expenditure reconciliation report, submitted to WASPC on a timely basis, insofar as those allowable costs do not exceed the amount appropriated or otherwise available for such purposes as stated on the CONTRACT Face Sheet.

NON-SUPPLANTING

The CONTRACTOR shall not use the state funds specified by this CONTRACT to supplant local, federal, or other state funds. The CONTRACTOR shall not use these state funds to replace funding which would otherwise be made available to the CONTRACTOR had the state funds provided by this CONTRACT not been provided.

GRANT ADMINISTRATION

The WASPC Grant Administrator shall be responsible for monitoring the performance of this CONTRACT, including approval and acceptance of reports

provided by the CONTRACTOR. The WASPC Grant Administrator shall provide and facilitate assistance and guidance to the CONTRACTOR as necessary.

PROGRAM ADMINISTRATION

The CONTRACTOR shall notify WASPC of the local program administrator who shall be responsible for the performance of this CONTRACT. The CONTRACTOR shall provide WASPC with the program administrator's name, address, telephone number(s), and any subsequent changes.

DATA COLLECTION

The CONTRACTOR shall utilize the data collection tool provided by WASPC, hereinafter referred to as the WASPC Data Collection Tool, which is the OpenLattice Application. The CONTRACTOR must provide sufficient resources to establish the administrative permissions necessary for the WASPC Data Collection Tool to be fully operational at the time field response begins at the agency. The CONTRACTOR, if not already done so, shall execute the OpenLattice App Use Agreement, which will be separately executed between WASPC, the CONTRACTOR and OpenLattice.

REPORTING REQUIREMENTS

The CONTRACTOR shall submit required reports by the date using required forms according to procedures issued by WASPC.

REPORT DUE DATES

1. Monthly Progress Report. The 10th of the month following the previous month in which funded activities were performed.
2. Final Assessment Report. The 10th of the month following the six-month period in which funded activities were performed.

The CONTRACTOR shall be obligated to submit required reports after the close of the CONTRACT period, during the transfer of obligations to another CONTRACT, or upon termination of the CONTRACT for any reason.

PAYMENT PROVISIONS

WASPC shall award state funds to the CONTRACTOR in the amount provided on Line 8 of the CONTRACT Face Sheet. Upon receipt of a fully executed Agreement, WASPC will allow reimbursement of allowable expenditures made by the CONTRACTOR. The CONTRACTOR is required to complete and submit to WASPC an A19-1A Form along with documentation for the expenditures.

The CONTRACTOR is required to complete and submit to WASPC quarterly reconciliation statements to account for the expenditure of the state funds.

EVALUATION AND MONITORING

The CONTRACTOR shall cooperate with and freely participate in any monitoring or evaluation activities conducted by WASPC that are pertinent to this CONTRACT. WASPC, the State Auditor, or any of their representatives shall have full access to and the right to examine during normal business hours and as often as WASPC, or the State Auditor may deem necessary, all of the CONTRACTOR'S records with respect to all matters covered in this CONTRACT. Such representatives shall be permitted to audit, examine, and make excerpts or transcripts from such records and to make audits of all CONTRACTS, invoices, materials, payroll, and records of matters covered by this CONTRACT. Such rights extend for three years from the date final reconciliation is made hereunder.

ACKNOWLEDGEMENT OF STATE FUNDS

The CONTRACTOR and its SUBCONTRACTORS shall comply with the special conditions listed below:

1. Applicability of Part 200 Uniform Requirements The Uniform Administrative Requirements, Cost Principles, and Audit Requirements in 2 C.F.R. Part 200, as adopted and supplemented by the Department of Justice (DOJ) in 2 C.F.R. Part 2800 (the "Part 200 Uniform Requirements") apply to this award.

2. The CONTRACTOR understands and agrees that WASPC may withhold award funds, or may impose other related requirements, if the recipient does not satisfactorily and promptly address outstanding issues from audits required by the Part 200 Uniform Requirements (or by the terms of this award), or other outstanding issues that arise in connection with audits, investigations, or reviews of awards.

3. CONTRACTOR understands and agrees that is cannot use any state funds, either directly or indirectly, in support of the enactment, repeal, modification or adoption of any law, regulation or policy, at any level of government, without the express written approval of WASPC.

4. The CONTRACTOR agrees to comply with all applicable laws, regulations, policies, and guidance (including specific cost limits, prior approval and reporting requirements, where applicable) governing the use of state funds for expenses related to conferences, meetings, trainings, and other events, including the provision of food and/or beverages at such events, and costs of attendance at such events.

5. The CONTRACTOR agrees that if it currently has an open award of state funds or if it receives an award of state funds other than this award, and those award funds have been, are being, or are to be used, in whole or in part, for one or more of the identical cost items for which funds are being provided under this award, the recipient will promptly notify, in writing, the WASPC grant administrator for this award, and, if so requested by WASPC, seek a budget modification or change of project scope to eliminate any inappropriate duplication of funding.

6. The CONTRACTOR understands and agrees that award funds may not be used to discriminate against or denigrate the religious or moral beliefs of students who participate in programs for which financial assistance is provided from those funds, or of the parents or legal guardians of such students.

7. The CONTRACTOR understands and agrees that, (a) No award funds may be used to maintain or establish a computer network unless such network blocks the viewing, downloading, and exchanging of pornography, and (b) Nothing in subsection (a) limits the use of funds necessary for any Federal, State, tribal, or local law enforcement agency or any other entity carrying out criminal investigations, prosecution, or adjudication activities.

8. The CONTRACTOR must collect, maintain, and provide to WASPC, data that measure the performance and effectiveness of activities under this award, in the manner, and within the timeframes, specified in the program solicitation, or as otherwise specified by WASPC. Data collection supports compliance with the Government Performance and Results Act (GPRA) and the GPRA Modernization Act, and other applicable laws.

9. The CONTRACTOR agrees to cooperate with any assessments, state evaluation efforts, or information or data collection requests, including, but not limited to, the provision of any information required for the assessment or evaluation of any activities within this project.

10. The CONTRACTOR agrees to comply with WASPC grant monitoring guidelines, protocols, and procedures, and to cooperate with WASPC on all grant monitoring requests, including requests related to desk reviews, enhanced programmatic desk reviews, and/or site visits. The recipient agrees to provide to WASPC all documentation necessary to complete monitoring tasks. Further, the recipient agrees to abide by reasonable deadlines set by WASPC for providing the requested documents. Failure to cooperate with WASPC's grant monitoring activities may result in sanctions affecting the recipient's awards, including, but not limited to: withholdings and/or other restrictions on the recipient's access to grant funds; referral to the Office of the State Auditor for audit review; or termination of an award(s).

11. The CONTRACTOR acknowledges that sub-awards are not authorized.

12. The CONTRACTOR agrees to submit to WASPC for review and approval any curricula, training materials, proposed publications, reports, or any other written materials that will be published, including web-based materials and web site content, through funds from this grant at least thirty (30) working days prior to the targeted dissemination date.

13. Applicants must certify that Limited English Proficiency persons have meaningful access to the services under this program(s). National origin discrimination includes discrimination on the basis of limited English proficiency (LEP). To ensure compliance with Title VI and the Safe Streets Act, recipients are required to take reasonable steps to ensure that LEP persons have meaningful access to their programs. Meaningful access may entail providing language assistance services, including oral and written translation when necessary. The U.S. Department of Justice has issued guidance for grantees to help them comply with Title VI requirements. The guidance document can be accessed on the Internet at www.lep.gov.

14. Grantee agrees to comply with the requirements of 28 C.F.R. Part 46 and all Office of Justice Programs policies and procedures regarding the protection of human research subjects, including obtainment of Institutional Review Board approval, if appropriate, and subject informed consent.

15. Grantee agrees to comply with all confidentiality requirements of 42 U.S.C. section 37899 and 28 C.F.R. Part 22 that are applicable to collection, use, and revelation of data or information. Grantee further agrees, as a condition of grant approval, to submit a Privacy Certificate that is in accord with requirements of 28 C.F.R. Part 22 and, in particular, section 22.23.

16. Approval of this award does not indicate approval of any consultant rate in excess of \$650 per day.

17. All procurement (contract) transactions under this award must be conducted in a manner that is consistent with 2 C.F.R. Part 200 and State and local law.

ENTIRE AGREEMENT

This CONTRACT contains the entire agreement of the parties and may not be modified or amended except as provided herein. The CONTRACTOR shall perform in accordance with the specific and general terms and conditions of this CONTRACT. No other understanding, oral or written, regarding the subject matter of this CONTRACT shall be deemed to exist or to bind any of the parties

hereto. The CONTRACTOR shall comply with all applicable laws, ordinances, codes, regulations and policies of local, state, and state governments. This CONTRACT consists of the following documents:

1. MHFRT 2021-001 CONTRACT Face Sheet
2. Contract Specific Terms and Conditions
3. Statement of Work

ORDER OF PRECEDENCE

In the event of any inconsistency in this CONTRACT, unless otherwise provided herein, the inconsistency shall be resolved by giving precedence in the following order:

1. Applicable federal statutes and regulations
2. Applicable state statutes and regulations
3. MHFRT 2021-001 CONTRACT Face Sheet
4. CONTRACT Specific Terms and Conditions

###

STATEMENT OF WORK

DESIGNATED CRISIS RESPONDER SERVICES

Service Dates 2/1/2021 – 6/30/2021

1. OVERVIEW.

Thurston – Mason Behavioral Health Organization, LLC dba Olympic Health and Recovery Services (OHRS) shall ensure 1.0 FTE Designated Crisis Responder (DCR) is available to deliver dedicated Involuntary Treatment Act Services including all services to Individuals required for the evaluation for involuntary detention or involuntary treatment of individuals in accordance with RCW 70.96B, RCW 71.05, RCW 71.24.300, and RCW 71.34.700. The decision-making authority of the DCR must be independent of all City of Olympia departments and programs.

2. SERVICE REQUIREMENTS

- 2.1. During the mutually agreed upon hours OHRS will provide 1.0 FTE of DCR provision of all components of Involuntary Treatment Act services to persons who have mental disorders and substance use disorders in accordance with state law (RCW 71.05 and RCW 71.34) and without regard to ability to pay.
- 2.2. OHRS will incorporate the statewide DCR protocols into the practice of Designated Crisis Responders. The protocols can be accessed on the Health Care Authority (HCA) intranet and copies will be provided upon request.
- 2.3. The OHRS dedicated DCR will respond to ITA request immediately during the mutually agreed upon hours of service and not later than the timelines outlined by the RCW.
- 2.4. OHRS will provide services in the community.

3. BEHAVIORAL HEALTH OUTPATIENT SERVICE BENEFITS.

- 3.1. **Involuntary Treatment Act Services Mental Health and Substance Use Disorder Services.** Includes all services required for the evaluation for involuntary detention or involuntary treatment of Individuals in accordance with WAC 246-341-0810, [RCW 71.05](#), [RCW 71.24.300](#), and [RCW 71.34](#). This includes all clinical services. Crisis Services become Involuntary Treatment Act Services when a Designated Crisis Responders (DCR) determines an Individual must be evaluated for involuntary treatment. The decision-making authority of the DCR must be independent. ITA services continue until the end of the disposition or until appropriately passed on to a relieving DCR.

4. PROGRAM REQUIREMENTS

4.1. STAFFING REQUIREMENTS

- 4.1.1. All staff are required to have the necessary training defined within the DCR protocol, must meet these criteria, and be designated as a DCR by the Thurston Mason Behavioral Health- Administrative Service Organization (TMBH-ASO). OHRS will ensure that there are staff available at all mutually agreed upon times to meet the involuntary treatment system needs for persons of all ages. OHRS will provide forty (40) hours of dedicated of ITA services by a Designated Crisis Responders, regardless of the individual's ability to pay. Outside of dedicated hours requests for ITA services will be accessed through the OHRS 24/7 crisis hotline.

4.2. QUALITY MANAGEMENT

- 4.2.1. OHRS will demonstrate participation in the Quality Management program of their parent organization, as it relates to the function of the DCR and ITA work. The quality assurance/improvement program will include tracking of timely investigations, quality of documentation, training of the DCR teams in SUD ITA process, and reporting timeliness of detainment.
- 4.2.2. DCR must be independent of the mobile crisis team.
- 4.2.3. OHRS must have policies and procedures for ITA services that adhere to WAC 246-341-0810, 246-341-0300 through 246-341-0650.

4.3. Performance Measures and Reporting

- 4.3.1. OHRS will track and provide reports upon request for the following items:
- 4.3.1.1. Number of referrals
 - 4.3.1.2. ITA Evaluation dispositions
- 4.3.2. OHRS will maintain tracking of annual Mental Health Field Response Teams Grant reporting statistics including:
- 4.3.2.1. How many individuals were reached through your grant program?
 - Total Number
 - Male
 - Female
 - 4.3.2.2. Incidents.
 - Total number
 - 4.3.2.3. Disposition.
 - No action possible

- Verbal referral
- Courtesy transport
- Hospital
- Arrest
- Administered naloxone or Narcan

4.3.2.4. De-escalation Techniques.

- Verbal
- Handcuffs
- Use of Force

4.3.2.5. Incidents involved Suicide.

- Total Number
- # of Attempted
- # of Completed
- Involved weapons
- Involved overdose
- Involved jumping
- Involved hanging
- Involved "Suicide by Cop"

4.3.2.6. Non-suicidal incidents involving weapons

5. ELIGIBILITY

5.1. OHRS is responsible for ITA services to Individuals identified by Olympia Police Department, Familiar Faces, and Olympia Crisis Response Unit.

6.	Budget Category	Amount Requested
	A. Personnel	\$40,000
	<u>B. Fringe Benefits</u>	<u>\$14,000</u>
	TOTAL CONTRACT	\$54,000



City Council

Approval of a Resolution Authorizing an Intergovernmental Agreement Between the City Of Olympia, Thurston County, the Cities of Lacey, Tumwater, Yelm, and Tenino, the Towns Of Rainier and Bucoda and the Thurston County Fire Protection Districts for 9-1-1 Communications Services

Agenda Date: 2/9/2021
Agenda Item Number: 4.E
File Number: 21-0171

Type: decision **Version:** 1 **Status:** Consent Calendar

Title

Approval of a Resolution Authorizing an Intergovernmental Agreement Between the City Of Olympia, Thurston County, the Cities of Lacey, Tumwater, Yelm, and Tenino, the Towns Of Rainier and Bucoda and the Thurston County Fire Protection Districts for 9-1-1 Communications Services

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to approve a resolution authorizing an intergovernmental agreement between the City Of Olympia, Thurston County, the Cities of Lacey, Tumwater, Yelm, and Tenino, the Towns of Rainier and Bucoda and the Thurston County Fire Protection Districts for 9-1-1 Communications Services.

Report

Issue:

Whether to approve a resolution authorizing an intergovernmental agreement between the City Of Olympia, Thurston County, the Cities of Lacey, Tumwater, Yelm, and Tenino, the Towns of Rainier and Bucoda and the Thurston County Fire Protection Districts for 9-1-1 Communications Services.

Staff Contact:

Susan Grisham, Executive Assistant & Legislative Liaison, 360.753.8244.

Presenter(s):

None - Consent Calendar Item.

Background and Analysis:

The Intergovernmental Agreement being considered is between and among all Thurston County

public safety agencies for TCOMM911 to provide 911 call intake, dispatch services and first responder communications for the entire county. Originally executed in December 2010, the agreement created an independent agency, TCOMM911, from the former Thurston County department, CAPCOM.

On May 5, 2018, the TCOMM911 Administration Board set a goal for the Executive Director to review the agency by-laws and Intergovernmental Agreement, to address the ability of the agency to incur debt for the purpose of purchasing a new radio system.

A working group was established, comprised of members from both the TCOMM911 Administration and Operations Boards. This working group recommended most of the changes, and the remaining recommendations resulted from the successful passage of the emergency communications sales/use tax measure. The current agreement has references to the original 1/10th percent which requires modification to accommodate the new level of taxation.

All recommendations were reviewed and approved by the Administration Board of Directors. A group of City Attorneys and the County Attorney have also reviewed and approved the recommendations.

The changes to the agreement were presented to the City Council January 19, 2021 by TCOMM Executive Director Keith Flewelling and Deputy Director Wendy Hill.

Neighborhood/Community Interests (if known):

TCOMM 911 is a critical service to the community.

Options:

1. Approve the resolution authorizing and Intergovernmental Agreement for 9-1-1 Communications Services.
2. Do not approve the resolution authorizing and Intergovernmental Agreement for 9-1-1 Communications Services.
3. Do not approve the resolution and suggest changes that will be brought back to the TCOMM 911 Board and jurisdictions for consideration.

Financial Impact:

N/A

Attachments:

Resolution

Agreement

January 19, 2021 Presentation

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OLYMPIA, WASHINGTON, APPROVING THE INTERGOVERNMENTAL AGREEMENT AGREEMENT BETWEEN THE CITY OF OLYMPIA, THURSTON COUNTY, THE CITIES OF LACEY, TUMWATER, YELM, AND TENINO, THE TOWNS OF RAINIER AND BUCODA, AND THE THURSTON COUNTY FIRE PROTECTION DISTRICTS (THE PARTIES) FOR 9-1-1 COMMUNICATIONS SERVICES.

WHEREAS, the Parties and the residents of Thurston County benefit both in terms of efficiency and economy from a consolidated communications system (the System) providing service to Thurston County and the cities, fire protection districts and regional fire authorities within Thurston County; and

WHEREAS; Chapter 39.34 RCW, the Interlocal Cooperation Act, authorizes the Parties to agree to the joint provision of Communication Services; and

WHEREAS, the Parties agree that it is in the public interest to continue to operate Thurston 9-1-1 Communications (TCOMM911) and execute this Intergovernmental Agreement defining the powers and obligations of TCOMM911 in order to achieve these objectives and provide for the oversight and management of the System; and

WHEREAS, it is in the interest of the Parties that funding for the System be provided primarily from the countywide emergency communications;

NOW, THEREFORE, THE OLYMPIA CITY COUNCIL DOES HEREBY RESOLVE as follows:

1. The Olympia City Council hereby approves the form of Intergovernmental Agreement between the City of Olympia, Thurston County, the Cities of Lacey, Tumwater, Yelm, and Tenino, the Towns of Rainier and Bucoda, and the Thurston County Fire Protection Districts for 9-1-1 Communications Services and the terms and conditions contained therein.
2. The City Manager is authorized and directed to execute on behalf of the City of Olympia the Intergovernmental Agreement, and any other documents necessary to execute said Agreement, and to make any minor modifications as may be required and are consistent with the intent of the Agreement, or to correct any scrivener's errors.

PASSED BY THE OLYMPIA CITY COUNCIL this _____ day of _____ 2021.

MAYOR

ATTEST:

CITY CLERK

APPROVED AS TO FORM:

Michael M. Young

DEPUTY CITY ATTORNEY

**THURSTON 9-1-1- COMMUNICATIONS
AMENDED AND RESTATED
INTERGOVERNMENTAL AGREEMENT FOR COMMUNICATIONS SERVICES**

THIS THURSTON 9-1-1 COMMUNICATIONS AMENDED AND RESTATED INTERGOVERNMENTAL AGREEMENT FOR COMMUNICATIONS SERVICES (this "Intergovernmental Agreement") amends and restates the 1995 INTERGOVERNMENTAL AGREEMENT FOR COMMUNICATIONS SERVICES, as amended, made and entered into by and among THURSTON COUNTY, the CITY OF OLYMPIA, the CITY OF LACEY, the CITY OF TUMWATER, the CITY OF YELM, the CITY OF TENINO, the TOWN OF RAINIER, the TOWN OF BUCODA, and the THURSTON COUNTY FIRE PROTECTION DISTRICTS who were signatories thereto (each, a "Party").

In consideration of the mutual promises, benefits and covenants contained herein, the Parties hereby agree as follows:

Article 1 RECITALS

1.1. The Parties and the residents of Thurston County benefit both in terms of efficiency and economy from a consolidated communications system (the "System") providing service to Thurston County and the cities, fire protection districts and regional fire authorities within Thurston County.

1.2. Chapter 39.34 RCW, the Interlocal Cooperation Act, authorizes the Parties to agree to the joint provision of Communications Services (as defined herein).

1.3. The Parties agree that it is in the public interest to form a new entity, Thurston 9-1-1 Communications ("TCOMM911"), and execute this Intergovernmental Agreement defining the powers and obligations of TCOMM911 in order to achieve these objectives and provide for the oversight and management of the System.

1.4. It is the intent of the Parties that funding for the System be provided primarily from the countywide emergency communications sales and use total tax receipts and 9-1-1 excise taxes, grants, contracts and fees. Additional revenue may be provided by Member Agencies through Member Assessments.

Article 2 DEFINITIONS

Unless otherwise expressly provided herein or unless the context clearly requires otherwise, the terms defined above shall have the meanings set forth above and the following terms shall have the respective meanings set forth below for the purposes hereof.

"Administration Board" means the Board of Directors of TCOMM911.

"Bylaws" means the Bylaws of TCOMM911 attached hereto as Exhibit B, as they may be amended from time to time in accordance with the provisions thereof.

"Code" means the Internal Revenue Code of 1986, as it may be amended from time to time.

"Communications Services" shall include the receipt and processing of any emergency and non-emergency communications, dispatch services for law enforcement, fire and emergency medical services, maintenance and operation of the Thurston County Public Safety Radio System infrastructure or any communications services approved by the Administration Board.

"County" shall mean Thurston County.

"Emergency Communications Systems and Facilities" shall include the systems and physical facilities necessary to provide Communications Services.

"FCC" means the Federal Communications Commission.

"Fees" means billed costs for services provided to Member Agencies and Non-Member Agencies that include such things as rental of equipment. Fees are separate from and may be in addition to Member Assessments.

"Funding Formula" means the formula that describes how Member Agencies are assessed within each specific service (i.e. law enforcement, fire service and Medic One), as further described in Section 11.4.

"Majority Vote" means a decision of the Administration Board by a simple majority of members of the Administration Board present and voting.

"Member Agency" means a general purpose municipal corporation or government agency, a fire district, a Public Safety Interlocal Operation, tribal government, or a state agency created under the laws of the State, which has accepted the terms of and has executed the Intergovernmental Agreement in accordance with the terms thereof as a Member Agency, including original signatories to the Intergovernmental Agreement and entities that joined TCOMM911 in accordance with the provisions of the Intergovernmental Agreement.

"Member Assessments" means the costs for services to Member Agencies and Non-Member Agencies that are over and above projected total revenues from emergency communications sales and use taxes, 9-1-1 excise taxes, grants, contracts and Fees.

"Non-Member Agency" means a general purpose municipal corporation or government agency, a fire district, a Public Safety Interlocal Operation, or a state agency created under the laws of the State, other than a Member Agency, which has agreed to pay TCOMM911 for Communication Services or other services as offered at a rate or rates according to such terms and conditions as may be established by TCOMM911 as evidenced by separate contract between TCOMM911 and such entity. A "Non-Member Agency" may also be a tribal government, a specialized public safety support operation within local government, or private for-profit or non-profit entity

providing services that require use of Communications Services which has agreed to pay TCOMM911 for Communication Services or other services as offered at a rate or rates according to such terms and conditions as may be established by TCOMM911 as evidenced by separate contract between TCOMM911 and such entity; for example and without limitation, a private ambulance service, provided further that Non-Member Agencies described in this sentence may not become Member Agencies.

"Operations Board" means the Operations Board of TCOMM911.

"Public Safety Interlocal Operation" means a joint operation of fire districts and cities for provision of public fire and EMS services entered into and operating pursuant to chapter 39.34 RCW, and may also include a public development authority created pursuant to RCW 35.21.730 et. seq. or a regional fire protection service authority created pursuant to chapter 52.26 RCW, or nonprofit corporation created for the purpose of facilitating a joint operation between fire districts and cities pursuant to RCW 39.34.030(3).

"Represented Entities" means the entities represented by members of the Administration Board.

"Service Specific" shall relate to projects that address the needs of only law enforcement, only fire service, only Medic One, or only fire service/Medic One.

"Supermajority Vote" means a decision of the Administration Board by not less than two-thirds of all members of the Administration Board.

"System" means the consolidated emergency communications system provided pursuant to the terms hereof.

"TCOMM911" means Thurston 9-1-1 Communications, the entity of that name created by this Intergovernmental Agreement.

Article 3 FORMATION, PURPOSE AND POWERS

3.1. Formation. The Parties hereby create Thurston 9-1-1 Communications ("TCOMM911").

3.2. Incorporation.

3.2.1. The Member Agencies shall incorporate TCOMM911 as a nonprofit corporation and instrumentality of the Member Agencies pursuant to Chapter 24.06 RCW and as a tax exempt organization under Section 115 and Section 501(c)(3) of the Code. The Member Agencies may reorganize the form of TCOMM911 in any manner as may be permitted by law as described in Article 13 or by amendment of this Intergovernmental Agreement in accordance with Article 12.

3.2.2. The Articles of Incorporation attached to this Intergovernmental Agreement as Exhibit A and incorporated herein by this reference shall be executed at the time of execution of this Intergovernmental Agreement.

3.3. Purpose. The purposes of TCOMM911 shall include, but are not limited to financing, design, acquisition, construction, equipping, reequipping, operation, maintenance, remodeling, repair, and improvement of the System.

3.4. Powers. In furtherance of its purposes, TCOMM911 shall have the power:

3.4.1. to acquire, construct, receive, own, manage, lease and sell real property, personal property and intangible property;

3.4.2. to operate and maintain the System and related facilities;

3.4.3. to enter into contracts with public and private entities;

3.4.4. to employ and terminate personnel, with or without cause, and contract for personnel and services with public and private entities;

3.4.5. to sue and be sued;

3.4.6. to incur indebtedness and to issue bonds, notes or other evidence thereof;

3.4.7. to establish and collect Fees and Member Assessments;

3.4.8. to establish policies, guidelines or regulations to carry out its powers and responsibilities; and

3.4.9. to exercise all other powers that are within the statutory authority of and may be exercised by the Member Agencies with respect to the System.

Article 4 SYSTEM AND PROVISION OF COMMUNICATIONS SERVICES

4.1. System Assets. System assets shall be held in the name of TCOMM911. TCOMM911 may acquire, construct, receive, own, manage, lease or sell System assets and other assets. A Member Agency may transfer to TCOMM911 its title to, or operational control of, communication assets. TCOMM911 may control and manage both the assets it owns and the assets that are owned by Member Agencies that have transferred control of those assets to TCOMM911. This Intergovernmental Agreement does not vest in TCOMM911 any authority with respect to other facilities or assets of the Member Agencies. Member Agencies shall be deemed to have an ownership interest in any assets owned by TCOMM911, whether those assets have been developed by, purchased by or transferred to TCOMM911. Such interest shall be exercisable only pursuant to this Intergovernmental Agreement. The fact that title to an asset has been transferred to TCOMM911 by a Member Agency shall create no special right of that Member Agency with respect to that asset.

4.2. Provision of Services. TCOMM911 shall be responsible for providing Communications Services pursuant to this Intergovernmental Agreement. TCOMM911 may contract with Non Member Agencies to provide Communications Services to Non-Member Agencies. These Non

Member Agencies shall pay Fees for these services as established by the Administration Board. TCOMM911 may contract with Member Agencies to provide services other than Communications Services. These Member Agencies shall pay Fees for these services as established by the Administration Board.

4.3. Federal Communications Commission Licenses. TCOMM911 shall be responsible for reviewing, renewing, and updating the FCC licenses required to operate the public safety radio system. In the event of termination of this Intergovernmental Agreement, the Administration Board shall determine the distribution or release of FCC licenses following FCC processes and guidelines.

4.4. Equipment. Each Member Agency shall be responsible for purchasing, maintaining and repairing its own fixed mobile and portable communications, radio and computer equipment, and such other equipment so designated by the Administration Board, and shall retain all rights to such equipment unless otherwise provided by resolution of the Administration Board.

4.5. Use of Network and Information. TCOMM911 shall be responsible for ensuring that the law enforcement data communications network and any criminal history records information received by means of such network shall be used solely for the purposes of the administration of the criminal laws or for the purposes enumerated in Chapter 10.97 and Chapter 446-20 of the Washington Administrative Code.

Article 5 TERM AND TERMINATION OF INTERGOVERNMENTAL AGREEMENT

5.1. Term. This Intergovernmental Agreement shall be effective, as set forth in Section 17.3, when executed by all the Parties. This Intergovernmental Agreement shall continue in effect for 30 years unless earlier terminated in accordance with the provisions of this Intergovernmental Agreement.

5.2. Renewal. This Intergovernmental Agreement shall be automatically renewed for successive terms of five years unless earlier terminated in accordance with the provisions of this Intergovernmental Agreement.

5.3. Termination – Supermajority Vote This Intergovernmental Agreement shall terminate effective upon any date specified by Supermajority Vote and ratification by motion or resolution evidenced in writing of not less than two-thirds of all Member Agencies.

5.4. Assets -Distribution. Upon termination of this Intergovernmental Agreement, the Administration Board shall establish a procedure for realizing the fair market value of TCOMM911 assets, which may include offering assets for sale to Member Agencies or Non Member Agencies. The proceeds of TCOMM911 assets shall be distributed to Member Agencies according to their share of ownership as determined by the Administration Board.

Article 6 WITHDRAWAL OF MEMBER AGENCIES

6.1. Procedure. Any Member Agency may voluntarily withdraw from TCOMM911 effective

December 31 of any year by giving written notice to the Administration Board prior to June 1 of such year of its intent to withdraw. Such written notice shall include evidence of approval of such action by the Member Agency's legislative body. The withdrawal of Member Agencies shall be by written addendum to this Intergovernmental Agreement; signed by the Chair of the Administration Board and the authorized representative of the withdrawing Member Agency.

6.2. Payments Prior to Withdrawal. Member Agencies shall continue to be responsible for paying any rates, fees, charges and assessments imposed by TCOMM911 after notice of withdrawal has been given but before withdrawal has become effective, as if no notice of withdrawal had been given. The Withdrawing Member Agency shall, prior to the effective date of its withdrawal, pay to TCOMM911 such Member Agency's allocable share of the obligations of TCOMM911, as determined by the Administration Board, which shall include obligations or costs incurred by TCOMM911 as of the date the Member Agency's withdrawal notice is received, including, but not limited to, the debt service obligations, contract obligations and cash financed capital projects of TCOMM911.

6.3 Obligations Upon Withdrawal. A withdrawing Member Agency shall relinquish all System equipment which the Administration Board determines is necessary to maintain the System at an effective level of service that all remaining Member Agencies enjoyed prior to the withdrawal.

6.4. Rights Upon Withdrawal. A withdrawing Member Agency shall be entitled to have that Member Agency's interest in TCOMM911 assets equitably determined as set forth in this Section.

6.4.1. Process. The Member Agencies shall use reasonable efforts to determine the value of and method of payment for a withdrawing Member Agency's interest in TCOMM911 assets. If after such reasonable efforts, the value of and payment for a withdrawing Member Agency's interest in TCOMM911 assets, has not been determined, the issue may be treated as a complaint and subject to arbitration as provided for in Article 14.

6.4.2. Equitable Factors. Indetermining the value of and the method of payment for a withdrawing Member Agency's interest in TCOMM911 assets, equitable factors, including without limitation the following, shall be considered. The Member Agencies acknowledge that the results of this process and application of such equitable factors may result in the realization of less than fair value for a Member Agency's interest in TCOMM911 assets.

- a. The continuing, effective operation of the System;
- b. The withdrawing Member Agency's interest in TCOMM911 assets;
- c. Amounts owed to the System by the withdrawing Member Agency;
- d. The impact on the budgets of remaining Member Agencies and the ability

of remaining Member Agencies to provide services to the public; and

e. The value of the System.

6.4.3. Withdrawing Member Agency May Become Non-Member Agency. A withdrawing Member Agency may become a Non-Member Agency, subject to all obligations imposed upon a Non-Member Agency.

Article 7 TERMINATION OF MEMBER AGENCIES

7.1. Procedure. A Member Agency may be terminated effective December 31 of any year upon Supermajority Vote at least 180 days in advance that the Member Agency has not complied with TCOMM911 policies, guidelines or regulations, including without limitation FCC rules and regulations. The termination of Member Agencies shall be by written addendum to this Intergovernmental Agreement, signed by the Chair of the Administration Board.

7.2. Obligations and Rights Upon Termination. Following termination, a Member Agency that has been terminated shall be subject to the same obligations and entitled to the same rights as a withdrawing Member Agency under Sections 6.2 through 6.4.3.

Article 8 ADDITION OF MEMBER AGENCIES

The Parties constitute the original Member Agencies of TCOMM911. Additional Member Agencies may be added upon receipt by the Secretary of the Administration Board of application by a prospective Member Agency, accompanied by motion or resolution evidenced in writing by the legislative body of such prospective Member Agency, and approval by Supermajority Vote. The Administration Board in its sole discretion shall determine the appropriate payment required of additional Member Agencies. Such required payment may take into account past investment and formation costs and the ability to contribute future revenue from a dedicated funding source for maintenance, operations, and replacement purposes. The admission of Member Agencies shall be by written addendum to this Intergovernmental Agreement, signed by the Chair of the Administration Board and the authorized representative of the new Member Agency.

Article 9 ADMINISTRATION BOARD AND OPERATIONS BOARD

The Administration Board shall govern TCOMM911 as described in the Bylaws, and the Administration Board shall have the powers set forth in the Bylaws. The Operations Board shall advise the Administration Board in the operation of TCOMM911 as described in the Bylaws, and the Operations Board shall have the powers set forth in the Bylaws.

Article 10 BUDGET

The annual budget shall be prepared by the Executive Director and submitted to the Administration Board, the Operations Board and each Member Agency, reviewed by the Administration Board and the Operations Board and adopted by the Administration Board as set forth in the Bylaws. The budget process will include a process for public participation prior to

adoption. Each Member Agency will be sent a copy of the final budget.

Article 11 FINANCES

11.1. General. System funding will be provided primarily from the countywide emergency communications sales and use tax total receipts, 9-1-1 excise taxes, grants, contracts and fees. Throughout the term of this Intergovernmental Agreement, the County shall continue to impose and collect (or cause to be imposed and collected) on behalf of TCOMM911 the emergency communications sales and use tax total receipts and 9-1-1 excise taxes.

11.2. Assessments for Additional Services, Hardware, Software. Thurston 911 Communications may provide additional services, hardware, or software to Member (individual or a group) or Non-Member Agencies through separate agreements. Each agreement will include the terms and conditions for provision of the additional services, hardware, or software, and the cost or assessment associated with each. Assessments are the responsibility of the Member or Non-Member Agencies, who shall pay its share to TCOMM911 in accordance with the terms and conditions of the agreement.

Article 12 AMENDMENTS

Any Member Agency may request changes to this Intergovernmental Agreement. Amendments to this Intergovernmental Agreement may be made only by the written agreement of all Member Agencies.

Article 13 CHANGE IN CORPORATE FORM

Notwithstanding anything in this Intergovernmental Agreement to the contrary, the Administration Board may, by Supermajority Vote, approve conversion of TCOMM911 to a joint operating agency, municipal corporation, public corporation, limited liability company, limited liability partnership or other corporate form. The Member Agencies hereby acknowledge that the Administration Board has the authority to elect to change the corporate form of TCOMM911 as set forth in this Article 13 and to effect such change. Each Member Agency hereby consents to such change in corporate form.

Article 14 ARBITRATION

Any controversy between the Member Agencies in regard to the application or interpretation of this Intergovernmental Agreement may be submitted to and determined by arbitration in accordance with Chapter 7.04 RCW.

Article 15 INSURANCE

The Administration Board shall procure insurance including without limitation general liability, officers and public officials errors and omissions, property, casualty and fire. The Administration Board may authorize contracts with insurance and/or risk pools, or other agencies to provide the insurance coverages deemed by the Administration Board to be reasonable and appropriate for

TCOMM911.

Article 16 GENERAL TERMS

16.1. Agreement Complete. This Intergovernmental Agreement is a complete expression of the terms herein and any oral or written representations or understandings not incorporated herein are excluded.

16.2. Time of Essence. Time is of the essence in the performance of the provisions of this Intergovernmental Agreement.

16.3. Waiver. No term or provision of this Intergovernmental Agreement shall be deemed waived and no breach excused unless such waiver or consent shall be in writing and signed by the Member Agency claimed to have waived or consented.

16.4. Subsequent Breach. Waiver of any default shall not be deemed a waiver of any subsequent default. Waiver of breach of any provision of this Intergovernmental Agreement shall not be deemed to be a waiver of any other or subsequent breach and shall not be construed to be a modification of the terms of the Intergovernmental Agreement unless stated to be such through written approval of all Member Agencies.

16.5. Rights Reserved. Except as specifically provided herein, each Member Agency retains all rights and claims that may exist now or in the future against another Member Agency.

16.6. Notice. Except as otherwise provided herein, all notices, consent or other communications required hereunder shall be in writing or (if consented to by a Member Agency) electronic means and shall be sufficiently given if addressed and mailed by first class, certified, or registered mail, postage prepaid, or (if consented to by a Member Agency) sent electronically, as specified on the signature page of each Member Agency, or as specified by such Member Agency to TCOMM911 and the other Member Agencies.

16.7. Partial Invalidity. If any of the provisions of this Intergovernmental Agreement are held to be invalid, illegal or unenforceable, the remaining provisions shall remain in full force and effect.

16.8. Assignment. No Member Agency may sell, transfer or assign any of its rights or benefits under this Intergovernmental Agreement without Administration Board approval. Notwithstanding the foregoing, any entity into which a Member Agency or substantially all of its Communications Services is converted or merged shall succeed to the rights, benefits and obligations of such Member Agency under this Intergovernmental Agreement without further action by any Member Agency or TCOMM911.

Article 17 EXECUTION

17.1. Multiple Counterparts. This Intergovernmental Agreement may be executed in multiple counterparts.

17.2. Authority. Each of the undersigned represents that this Intergovernmental Agreement is duly authorized by the Member Agency represented.

17.3. Effective Date. All of the undersigned having executed this Intergovernmental Agreement, this Intergovernmental Agreement is effective January 1, 2021.

[INSERT SIGNATURE BLOCKS FOR EACH PARTY WITH CONTACT INFORMATION FOR DELIVERY OF NOTICES PURSUANT TO SECTION 16.6]

City of Olympia
P.O. Box 1967
Olympia, WA 98507

Date: _____

Signed By: _____
Printed Name

Signature: _____

Title: _____

Additional Signees if Required:

Signed By: Michael M. Young
Printed Name

Signature: Michael M. Young

Title: Deputy City Attorney

Signed By: _____
Printed Name

Signature: _____

Title: _____

NOTE: EACH PARTY HAS SIGNED A SEPARATE SIGNATURE PAGE

Corrected and Redistributed: January 27, 2021

Thurston 911 Communications



TCOMM 911

POLICE | FIRE | MEDICAL
Your Emergency – Our Priority

Intergovernmental Agreement Refresh & Renewal 2021

Intergovernmental Agreement – Background

- IGA Purpose: The agreement is between and among all Thurston County public safety agencies for TCOMM911 to provide 911 call intake, dispatch services and first responder communications for the entire county.
- Executed: December 2010
 - Created an independent agency, TCOMM911, from the former Thurston County department, CAPCOM
- May 5, 2018, the TCOMM911 Administration Board set a goal for the Executive Director to review the agency by-laws and Intergovernmental Agreement, to address the ability of the agency to incur debt for the purpose of purchasing a new radio system.

“ARTICLE 3.4.6. to incur indebtedness and to issue bonds, notes or other evidence thereof (through one or more of the Member Agencies unless and until TCOMM911 has such power under applicable law);”
- A working group was established, comprised of members from both the TCOMM911 Administration and Operations Boards.

Intergovernmental Agreement – Amendment Process

- Article 12 – Amendments, the process for amending the IGA. “Any Member Agency may request changes to this Intergovernmental Agreement. Amendments to this Intergovernmental Agreement may be made by written agreement of all Member Agencies.”
- The Bylaw/IGA working group recommended most of the changes presented today.
- The remaining recommendations resulted from the successful passage of the emergency communications sales/use tax measure. The current IGA has references to the original 1/10th percent which requires modification to accommodate the new level of taxation.
- All recommendations were reviewed and approved by the Administration Board of Directors.
- A group of City Attorneys and the County Attorney have also reviewed and approved the recommendations.

Intergovernmental Agreement – Recommended Changes

- Article 1 Recitals
 - Revised sales/use tax language to reflect total receipts.
- Article 2 Definitions
 - “Communications Services” revised/clarified.
 - “Emergency Communications Systems and Facilities” added.
 - “Member Agency” revised/clarified.
 - “Member Assessments” revised to reflect sales/use changes.
 - “Non-Member Agency” revised/clarified.
 - “Public Safety Interlocal Operation” added.

Intergovernmental Agreement – Recommended Changes, (cont'd)

- Article 3 Formation, Purpose and Powers
- 3.4.6 remove “(through one or more of the Member Agencies unless and until TCOMM911 has such power under applicable law)”
- Article 4 System and Provision of Communications Services
- 4.2 minor language change for clarification.
- 4.3 Revised language to reflect current status.
- 4.4 Added language to allow the initial purchase of subscriber equipment by TCOMM911 when replacing the current radio system.
- 4.6 Added language to reflect the terms of the current lease with the County for the facility.

Intergovernmental Agreement – Recommended Changes, (cont'd)

- Article 5 Term and Termination of Intergovernmental Agreement
- No Changes.
- Article 6 Withdrawal of Member Agencies
- 6.4.1 added language to clarify the process.
- Article 7 Termination of Member Agencies
- No Changes
- Article 8 Addition of Member Agencies
- Added “and the ability to contribute future revenue for maintenance, operations, and replacement purposes.”

Intergovernmental Agreement – Recommended Changes, (cont'd)

- Article 9 Administration Board and Operations Board
- No changes.
- Article 10 Budget
- No changes.
- Article 11 Finances
- 11.1 Revised sales/use tax language to reflect total receipts.
- 11.2 Revised language to eliminate “Schedule I” member funding formula and clarify member assessment processes.
- 11.3 Eliminated
- 11.4 Eliminated

Intergovernmental Agreement – Recommended Changes, (cont'd)

- Article 12 Amendments
- No changes.
- Article 13 Change in Corporate Form
- No changes.
- Article 14 Arbitration
- No changes.
- Article 15 Insurance
- No changes.
- Article 16 General Terms
- No changes.
- Article 17 Execution
- No changes.
- Schedule I Initial Funding Formula
- Removed.

Questions & Discussion



TCOMM 911

POLICE | FIRE | MEDICAL
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City Council

2021 Annual Comprehensive Plan Amendment Applications Screening

Agenda Date: 2/9/2021
Agenda Item Number: 6.A
File Number: 21-0112

Type: decision **Version:** 1 **Status:** Other Business

Title

2021 Annual Comprehensive Plan Amendment Applications Screening

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Move to advance two of the Preliminary Comprehensive Plan Amendment applications to the final docket for 2021 and set the Final Comprehensive Plan Amendment application deadline as April 16, 2021. Move to not advance the proposed amendment regarding the extension of Log Cabin Road to the final docket for 2021 and instead direct the City to consider it during the Periodic Update of the Comprehensive Plan.

Report

Issue:

Whether to advance the Preliminary Comprehensive Plan Amendment applications proposed for consideration in 2021 to the Planning Commission for the final docket and set the Final Comprehensive Plan Amendment application deadline as April 16, 2021.

Staff Contact:

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

Presenter(s):

Joyce Phillips, Senior Planner, Community Planning and Development

Background and Analysis:

The Washington State Growth Management Act provides that Olympia generally can amend its Comprehensive Plan only once each calendar year. Chapter 18.59 of the Olympia Municipal Code establishes a specific process for such annual amendments. It provides that:

- Preliminary proposals may be submitted by anyone at any time without charge.
- City Council sets the deadline for proposals to be considered in a given year.

- City staff is to review and present all preliminary proposals to the Council to determine which should move forward for formal consideration. The staff's review and recommendation at this preliminary stage is based on specific criteria set forth in code section 18.59.020.

In brief, these criteria are:

- Whether the proposal is consistent with state and federal law.
- Whether the proposal might lead to adverse environmental impacts, and if so whether there is time to analyze the impacts.
- Whether additional capital improvements and maintenance revenue would be needed, and if so whether there is time to analyze such.
- Whether the proposal conflicts with other provisions of the Comprehensive Plan.
- Whether other significant amendments would be needed and, if so, whether there is time for such.
- If the proposal has previously been reviewed and, if so, whether the applicant has identified a reason to review it again.

A copy with full text of the preliminary criteria is attached, included staff comments regarding each of the three preliminary proposals in regard to each criterion.

The City Council's role at this stage is to "review all such proposals, determine which are appropriate and worthy of further review and consideration, and move those to the Planning Commission for review and public hearing" (OMC 18.59.030). Note that at this stage the Council's role is **not** to decide whether or not a proposal should be approved. Instead, the Council is to decide - without otherwise pre-judging the issue - which proposals should move to the next stage for review. The City Council has discretion as to whether or not to consider a proposed Comprehensive Plan amendment - there is no requirement that the City consider any amendments in a given calendar year.

Amendments forwarded by the City Council to the Planning Commission are deemed the 'final docket'. Prior to further consideration, private proponents of forwarded proposals are required to submit a detailed amendment application including appropriate fees. All forwarded amendment proposals will be subject to environmental review by City staff and appropriate public processes, including review and recommendations by the Planning Commission following a public hearing. Final decisions are scheduled to be made by the City Council later in 2021.

Preliminary proposals that are not advanced to the final docket may be denied further consideration or can be directed to be incorporated into a different review process.

Proposals

Three proposals were received for consideration this year. The applications are attached to this report. In summary, the proposals are:

1. An application submitted by the Public Works Department, Transportation Division, to amend text in order to address multimodal transportation and concurrency issues. Transportation concurrency currently focuses on capacity of motor vehicles. Proposed amendments would also consider capacity of pedestrians, bicyclists, and public transportation.

2. An application submitted by Larry Dzieza and Karen Messmer to remove the extension of Log Cabin Road and any other future streets from LBA Park property from the Transportation 2030 Maps. The purpose of the proposal is to preserve the value of park purposes and address climate change.
3. An application submitted by the City Council requesting text amendments to:
 - a. Replace the word “citizen” with “resident” or “community member” throughout the plan.
 - b. Ensure language in the plan is gender neutral by using they or them pronouns.
 - c. Remove reference to or better define language about neighborhood character.
 - d. Add equity language to the values and vision section of the plan.

Staff Recommendation

As part of the review, the proposals are routed to city departments, adjacent local and regional government entities including schools and transit, state agencies, and Tribes. These entities are asked for comments on the proposals in regard to the City’s review and evaluation criteria for preliminary plan amendments.

City staff has evaluated the proposal pursuant to the OMC criteria (see Attachment 2) and recommends the Council conclude:

The proposals submitted by the City Public Works Transportation Division and the City Council are consistent with the six criteria and should be placed on the final docket for 2021.

The proposal submitted by Larry Dzieza and Karen Messmer to remove the Log Cabin Road extension from the Transportation 2030 maps will require more technical analysis than is possible to complete within the time allocated for annual amendments. Staff is recommending the request be integrated into the Periodic Update of the Comprehensive Plan, which is to be completed by June of 2025.

Neighborhood/Community Interests (if known):

Each of the preliminary proposals is of interest to people within the community as these proposals cover a broad array of issues. Specific interests will become even more apparent in the subsequent review of these proposals, regardless of the review process each moves through for further consideration.

Options:

1. Advance one or more of the preliminary Comprehensive Plan Amendment applications to the final docket and direct the Planning Commission to review the proposal(s), hold a public hearing, and make a recommendation to the Council consistent with the 2021 Comprehensive Plan amendment schedule; and set the Final Comprehensive Plan Amendment application deadline as April 16, 2021.
2. Decline to consider one or more of the proposed amendments in 2021. If any preliminary applications are advanced, direct that the Planning Commission review the proposal(s), hold a public hearing, and make a recommendation to the Council consistent with the 2021 Comprehensive Plan amendment schedule; and set the Final Comprehensive Plan Amendment application deadline as April 16, 2021.

3. Direct consideration of one or more of the proposed preliminary amendments as part of a different process, instead of as part of the 2021 Comprehensive Plan amendments. If any applications are advanced, direct that the Planning Commission review the proposal(s), hold a public hearing, and make a recommendation to the Council consistent with the 2021 Comprehensive Plan amendment schedule; and set the Final Comprehensive Plan Amendment application deadline as April 16, 2021.

Financial Impact:

Consideration of proposed preliminary annual Comprehensive Plan Amendment applications is within the Department's base budget.

Attachments:

Applications

Review Criteria and Evaluation

Review Comments



2021 Preliminary Comprehensive Plan Amendments

File #: 20-4942

Project Name: Olympia Public Works Transportation Proposed Comprehensive Plan Amendment

Project Description: Text Amendments to address multimodal transportation and concurrency

Site Address: Citywide

Parcel #: N/A

Applicant: City of Olympia Public Works Department

Contact Information: PO Box 1967, Olympia, WA 98507

Authorized Representative: Michelle Swanson, AICP

Contact Information: 360.753.8575, mswanson@ci.olympia.wa.us

Application Detail Responses:

Type of Proposed Amendment: Comprehensive Plan Text Amendment

Comprehensive Plan Current Designation: N/A

Comprehensive Plan Proposed Designation: N/A

Associated Map Amendment: N/A

Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation

Proposal description

The City is creating its first-ever Transportation Master Plan. As part of the plan, we are updating the Transportation Concurrency Program, which will allow us to increase capacity for all modes of travel. The new multimodal concurrency program will better align the City's practices with the broader goals and policies in the Comprehensive Plan of making the City more walk-, bike-, and transit-friendly.

The existing concurrency program is based on a level of service standard for vehicles only. The new concurrency program will measure "person trips," allowing concurrency projects to add capacity to our street system for all modes of transportation: walking, biking, taking transit, or driving.

Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation

DRAFT – November 2020

Olympia Comprehensive Plan

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.

~~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, 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

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 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 Implement a system completeness framework for transportation concurrency where 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


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

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

PT8.5 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 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.

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.

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.

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.

PT10.1Add 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.)~~

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

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.  SHARE 

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.~~

Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation

Statement regarding any development code amendment that might be appropriate to implement

The City Council will review an update to OMC 15.20, Transportation Concurrency, likely before reviewing this proposed text amendment.

Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation

Statement regarding what issue is addressed

The Transportation element of the Comprehensive Plan's vision for the future is "complete streets that move people, not just cars." This vision is detailed further throughout the element. However, the City's transportation concurrency program has been based on a level of service for motor vehicles only. In practice, this means we have primarily added capacity for motor vehicle trips with new development.

The Comprehensive Plan calls for the creation of a multimodal concurrency program in PT 11.1: *Pursue a person-trip concurrency program in order to allow construction of bicycle, pedestrian and transit system improvements as concurrency mitigation.*

Through the creation of a Transportation Master Plan, as well as a revision to OMC 15.20, Transportation Concurrency, we expect to have fulfilled this policy. The new concurrency program is based on person trips, and it will allow the City to add capacity to our streets by building infrastructure for people walking, biking, and riding transit.

This proposed text amendment to the Transportation element of the Comprehensive Plan updates the policy language to reflect this change.

Comprehensive Plan Proposed Text Amendment, Olympia Public Works Transportation

Statement regarding any other City plans affected by or needing amending to implement the proposed amendment

This proposed amendment is to ensure consistency between the Comprehensive Plan, the forthcoming Transportation Master Plan, which will be considered for acceptance by the City Council in early 2021, and the transportation concurrency program. The concurrency program, as described in OMC 15.20, is expected to be updated before the City Council reviews this proposed text amendment.



2021 Preliminary Comprehensive Plan Amendments

File #: 20-4949

Project Name: Remove Log Cabin Road Extension within LBA Park from Comprehensive Plan

Project Description: Protect LBA Park from degraded value for its park purpose and address climate change

Site Address: 3333 Morse-Merryman Rd SE, Olympia, WA 98501

Parcel #: 11830310100

Applicant: Larry Dzieza

Contact Information: 360.556.6070, 3515 Victoria Ct SE Olympia WA 98501

larryofnottingham@gmail.com

Authorized Representative: Karen Messmer

Contact Information: 360.357.8364, 1907 Lakehurst Dr SE Olympia WA 98501

karen@karenmessmer.com

Application Detail Responses:

Type of Proposed Amendment: Comprehensive Plan Map and Text Amendment

Comprehensive Plan Current Designation: N/A

Comprehensive Plan Proposed Designation: Remove Log Cabin Road Extension and other streets from Transportation Southeast map inside the boundaries of LBA Park property

Associated Map Amendment: Transportation 2030 Southeast October 31, 2017 Ordinance # 7104 Remove Log Cabin Road Extension and other future roads in LBA park to preserve value of park purposes and address climate change

Proposal Description including size of property involved – 20-4949

This proposal would remove the road alignment on the Comprehensive Plan Transportation Map shown as Log Cabin Road within the boundaries of the LBA Woods Park.

The Park is approximately 59 acres and the road area is approximately 2.8 acres.

The proposal also removes Hoffman Road extending from Morse Merryman to the Log Cabin segment and other local streets without names within the LBA Woods Park.. Since the park was purchased and the residential development will not occur, these road segments should also be removed from the map. These streets were likely intended to be removed when the zoning of this area was changed in 2017.

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 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.

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 22nd 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.



2020—2026 Water System Plan Goals and Objectives

August 2020—Strategies Review PENDING

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

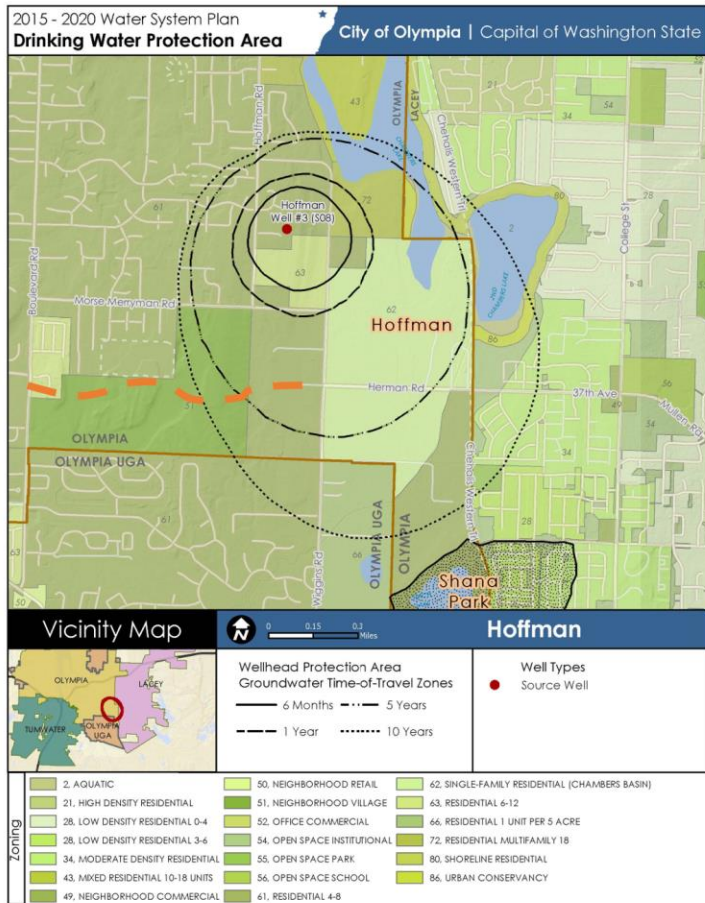


Figure 7.5 I

Text amendments for removal of Log Cabin Road from Comprehensive Plan

Transportation Chapter Appendix A: Transportation Planning History

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)~~

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 extension of 22nd Avenue to Wiggins Road and a neighborhood collector connection from Dayton Street to Fones Road near Pacific Avenue. However, both alternatives were limited by the presence of wetlands.

The 22nd Avenue extension was removed as a proposed major collector west of Allen Road. A Class II wetland within a kettle (enclosed basin) lies between Boulevard and Allen Roads. A wetland report and an evaluation of several different alignments indicated that there were no feasible or cost-effective routes west of Allen Road that did not adversely affect the wetlands and greatly increase the possibility of flooding adjacent properties. The extension of 27th Avenue will terminate at Allen Street with a "T" type intersection.

At one time, there was a proposal to connect Dayton Street to the commercial and industrial land that lies along Fones Road. However, a Class II wetland (the headwaters of Woodard Creek) lies between the two areas. Several different alignments were evaluated, and the least costly would have been the railroad corridor, the location of the Woodland Trail. This alignment would have widened the existing railroad fill over the wetland, adjacent to the trail. The railroad alignment also could have been used east of Fones Road to eventually connect with Sleater-Kinney Road in Lacey.

However, any east-west connection along the Dayton Street alignment would have adversely affected the character of this isolated neighborhood and would have increased peak-hour traffic volumes. Though designated a neighborhood collector, this connection would have been characteristic of a major collector, particularly if extended east of Fones Road. Under either classification, such a connection could have potentially become a bypass for 18th Avenue traffic.

Access to this neighborhood still can be provided in a way that avoids affecting any wetlands: a neighborhood collector connecting Dayton Street to Fones Road, using the approximate alignment of Van Epps Street.

The elimination of these two potential transportation links will place more demand upon the existing network of collectors within this sub-area. However, improvements made to 18th Avenue, Fones Road, and Yelm Highway, and Log Cabin Road should be able to handle this demand.

Boulevard Road Corridor

The 2006 Boulevard Road Corridor Study defined the multimodal and capacity improvements that were needed for this corridor. Boulevard Road is a major north-south route and a major regional corridor to the city center. It is also considered a residential street to the many people who live along it.

Full street standards, including sidewalks, lighting and trees, are planned for the entire corridor, with some changes to planter strips to lessen property impacts. There will be a center-turn lane for the entire corridor, interspersed with landscaped pedestrian islands, landscaped medians, and left-turn pockets.

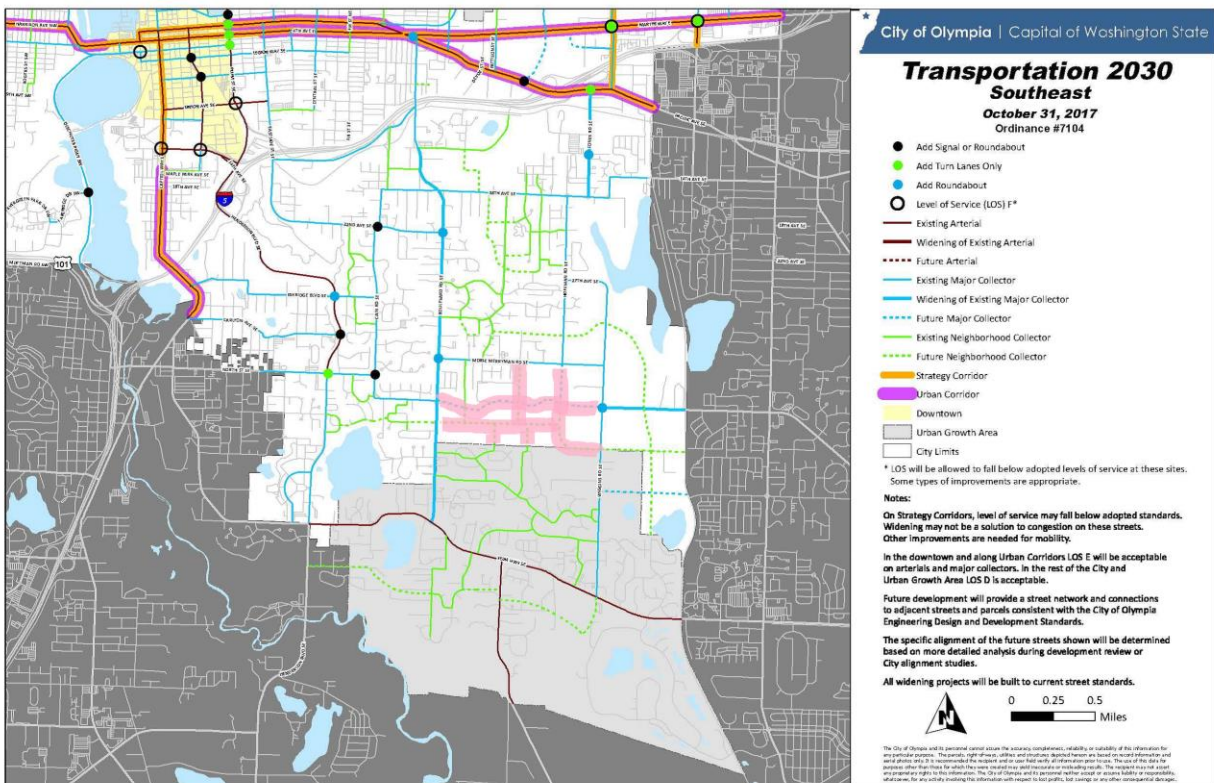
Roundabouts are planned for three major intersections along the corridor. A double-lane roundabout was built at Log Cabin Road in 2009, ~~(which eventually will connect to the planned Log Cabin extension to the east).~~ A single-lane roundabout at 22nd Avenue is planned for 2014, and a roundabout at Morse-Merryman Road is planned for construction sometime between 2014 and 2017.

The City plans to evaluate the long-term need for a roundabout at 18th Avenue, as well as possible intersection improvements at 28th Avenue, 30th Avenue, 41st Way, and Wilderness Drive. As safety and mobility concerns warrant, parking on Boulevard Road (north of where it crosses I-5) may be removed to allow for a center-turn lane and other intersection improvements at Pacific Avenue and Boulevard Road.

Street Connections

- ~~• Hoffman Road connection to Log Cabin Road extension~~
- Yauger Way Extension to Top Foods
- Kaiser Road connection to Black Lake Boulevard
- 12th/15th Avenue connection from Lilly Road to Sleater-Kinney Road
- 12th Avenue connection to Ensign Road
- Ensign Road connection to Pacific Avenue
- ~~• Log Cabin Road extension, Boulevard Road to Hoffman Road Phase 1: median~~
- ~~• Log Cabin Road extension, Hoffman Road to East City Limits Phase 2: widening/median~~

Comprehensive Plan Transportation Map with Log Cabin Road and other streets within LBA Park are highlighted. Amendment will remove these streets/roads.



Comp Plan Statement Development Code Changes 20-4949

This removal of the Log Cabin Road extension from the transportation plans should not impact development code details.

Comp Plan changes affecting other City plans – 20-4949

This removal of the Log Cabin Road extension from the transportation plans would impact some planning for LBA Parks. There is no Master Plan for LBA Park yet.

There may be other transportation plans that would need to be changed however this road is currently not in the TIP or CFP so there may be few other changes that are needed. Once the Comprehensive Plan is amended the other plans can be adjusted.



Preliminary Comprehensive Plan Amendment

OFFICIAL USE ONLY

Case #: _____ Master File #: _____ Date: _____
Received By: _____ Related Cases: _____ Project Planner: _____

Please print or type and FILL OUT COMPLETELY (Electronic Submittal Required)
(Attach separate sheets if necessary)

This preliminary application may be submitted at any time. Each year the City Council establishes a schedule for review of Comprehensive Plan amendments proposed by the public and City staff. Once established, this schedule is posted on the City website. If you would like the City of Olympia to consider a specific amendment of its Comprehensive Plan, please complete this form and submit it as described below and with any other attachments or maps. You will be notified when the next review schedule has been established.

Note that there is no charge for submitting a preliminary application. If the Council decides the City should consider your proposal, then payment of a \$240 fee will be required. Additional fees will be charged if a development (zoning) code or map amendment is associated with the proposed Plan amendment. (All fees are subject to change without notice.)

Applications shall be submitted via email to Joyce Phillips at jphillip@ci.olympia.wa.us.

Project Name: 2021 Council Request Comprehensive Plan Amendment
Project Address: Citywide
Assessor's Parcel Number(s): Citywide
Legal Description(s): Citywide

NAME OF APPLICANT: Olympia City Council
Mailing Address: PO Box 1967, Olympia, WA 98507-1967
Area Code and Phone #: 360.753.8447
E-mail Address: citycouncil@ci.olympia.wa.us

NAME OF OWNER(S) Citywide
Mailing Address: _____
Area Code and Phone #: _____
Email Address: _____

NAME OF AUTHORIZED REPRESENTATIVE (if different from above) _____
Mailing Address: _____
Area Code and Phone #: _____
E-mail Address: _____

A. Type of proposed amendment

- ☒ Comprehensive Plan Text Amendment
☐ Comprehensive Plan Map Amendment
☐ Development Code (Zoning) Text Amendment
☐ Zoning Map Amendment (Rezone)

B. Project Description, including size of property involved:

These proposed amendments include four issues: 1) Replacing the word “citizen” with “resident” or “community member” throughout the plan; 2) ensuring language throughout the plan is gender neutral by using they or them pronouns; 3) remove or more better define language about neighborhood character; and 4) add equity language to the values and vision section of the plan.

Zoning: <u>All zones are included</u>	
Shoreline Designation (if applicable): <u>All shoreline environments are included</u>	
Special Areas on or near Site (show areas on site plan): <u>All lands are included</u>	
<input type="checkbox"/> Creek or Stream (name): _____	
<input type="checkbox"/> Lake or Pond (name): _____	
<input type="checkbox"/> Swamp/Bog/Wetland	<input type="checkbox"/> Historic Site or Structure
<input type="checkbox"/> Steep Slopes/Draw/Gully/Ravine	<input type="checkbox"/> Flood Hazard Area (show on site plan)
<input type="checkbox"/> Scenic Vistas	<input type="checkbox"/> None
Water Supply (name of utility if applicable): <u>N/A</u>	
Existing: <u>N/A</u>	
Proposed: <u>N/A</u>	
Sewage Disposal (name of utility if applicable): <u>N/A</u>	
Existing: <u>N/A</u>	
Proposed: <u>N/A</u>	
Access (name of street(s) from which access will be gained): <u>N/A</u>	

C. What issue is addressed or problem solved by the proposed amendment? The proposed amendments will expand comprehensive plan language to apply more broadly to all who live, work, or recreate in the City of Olympia regardless of citizenship status or gender. The plan will document that Olympia values equity as a core value. Additional amendments will remove reference to neighborhood character or identify that is not a stagnant quality. Which measures the city uses in its consideration of neighborhood character may be addressed.

D. Proposed map amendment (if any)

If any associated map amendments are proposed, please list which map and describe the purpose.

N/A

E. Please describe the specific proposed map designation change(s) and related information.

N/A

Map(s) proposed to be amended	Acres or square feet	Current Designation(s)	Proposed Designation(s)
Comprehensive Plan Map(s):	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>
Zoning or other Development Code Map(s):	<u>N/A</u>	<u>N/A</u>	<u>N/A</u>

F. Submit the following with the specific site highlighted on the following maps or excerpts and a list of tax parcel numbers for all of the properties directly affected by the proposed map amendment(s):

- Comprehensive Plan Future Land Use Map: N/A – Text Amendments Only
- Zoning Map: N/A – Text Amendments Only
- Other relevant maps: N/A – Text Amendments Only


G. Other information (please feel free to attach any additional information)

- If a text amendment is proposed, please describe the proposed Comprehensive Plan amendment and provide any specific proposed wording. Please be as specific as possible regarding any text to be deleted, added, etc. See Attachment A

- b. Please describe or explain any development code amendment that you believe might be appropriate to implement the proposed Comprehensive Plan amendment. None known for immediate action, however the City will continue to improve and refine its efforts around inclusion and equity as an on-going effort.
- c. Are you aware of any other City of Olympia plans (e.g., water, sewer, transportation) affected by, or needing amending, to implement the proposed amendment? If so, please explain. None known for immediate action, however the City will continue to improve and refine its efforts around inclusion and equity as an on-going effort.

Note: City staff may contact you for additional information or clarification of your proposal.

I affirm that all answers, statements, and information submitted with this request are correct and accurate to the best of my knowledge. I also affirm that I am the owner of the subject site or am duly authorized by the owner to act with respect to this request. Further, I grant permission from the owner to any and all employees and representatives of the City of Olympia and other governmental agencies to enter upon and inspect said property as reasonably necessary to process this request.

Print Name	Signature(s)	Date
<u>Yến Huỳnh</u>	<u></u>	<u>01/19/2021</u>
<u>Dani Madrone</u>	<u></u>	<u>01/19/2021</u>
<u>Jim Cooper</u>	<u></u>	<u>01/19/2021</u>
<u></u>	<u></u>	<u></u>

ATTACHMENT A

Include all persons within the Olympia community. Remove the word “citizen” and replace with “resident” or “community member” as appropriate. I.e. business owners are community members, but may not be residents.

Include and respect personal pronouns. Remove any gender implied pronouns, such as “he/him/his” to refer to a man/boy or “she/her/hers” to refer to a woman/girl, and replace with gender neutral pronouns “they/them/theirs”.

Include more descriptive language. Remove “neighborhood character/character of the neighborhood/established neighborhoods” and replace with “accessible, sustainable, and culturally inclusive neighborhoods”. Define these terms within the glossary.

Potential definitions:

Accessible: ADA compliancy, multi-mobility, affordability

Sustainable: healthy environment, diverse and resilient local economy

Culturally inclusive: diverse housing types, strong arts and heritage presence

Remove “walkable” and replace with “multi-mobile”. Define multi-mobile in the glossary.

Explore how we define wages. “Livable wage” and “family wage” are both present in the Comprehensive Plan. Let’s determine which one we would like to remain in the plan or if there is a different term that achieves the purpose and define it within the glossary.

Add something similar to the following equity statement to the Community Values and Visions section:

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 lands of the people of Steh-Chass of the Squaxin Island Tribe, who have stewarded this land since time immemorial. 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 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 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 longterm 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 (date). All future amendments should be reviewed for consistency with the equity framework.

**2021 Preliminary Comprehensive Plan Amendment
Review and Evaluation Criteria Assessment**

18.59.020 Preliminary review and evaluation criteria

A. Prior to City Council action, the Department shall conduct a preliminary review and evaluation of proposed amendments, including rezones, and assess the extent of review that would be required under the State Environmental Policy Act (SEPA). The preliminary review and evaluation shall also include any review by other departments deemed necessary by the Department, and except as provided in OMC [18.58](#) shall be based on the following criteria:

1. Is the proposed amendment consistent with the county-wide planning policies, the Growth Management Act (GMA), other state or federal law, or the Washington Administrative Code?

Application 1 (PW Transportation): Staff believes the proposal is consistent with the countywide planning policies, the GMA, other state and federal laws, and the Washington Administrative Codes.

Application 2 (Log Cabin Road Ext): Staff believes the proposal is potentially consistent with the countywide planning policies, the GMA, other state and federal laws, and the Washington Administrative Codes, because these are broad policies with regional or statewide coverage. The concern is that the proposal is not consistent with the street connectivity policy language in the Comprehensive Plan and is inconsistent with the Regional Transportation Plan. Both of these planning documents are consistent with the countywide planning policies and the GMA.

Application 3 (Council Request): Staff believes the proposal is consistent with the countywide planning policies, the GMA, other state and federal laws, and the Washington Administrative Codes.

2. Would the proposed amendment cause little or no adverse environmental impacts and, is the time required to analyze impacts available within the time frame of the standard annual review process?

Application 1 (PW Transportation): Staff believes the proposal would cause little or no adverse environmental impacts and that any potential impacts can be reviewed within the timeframe allowed for review of annual amendments.

Application 2 (Log Cabin Road Ext): Staff believes the impacts of not building the Log Cabin Road extension between Boulevard Road and Wiggins Road cannot be adequately reviewed within the timeframe allocated for annual amendments. The impacts of not building the connection should be evaluated, including the use of a traffic model to demonstrate local and regional traffic implications with and without this street connection. The modeling would demonstrate the impacts to other streets of not building the Log Cabin extension. In lieu of a street connection, alternative street improvements may need to be built to accommodate planned growth. The City will also need to examine potential impacts for the provision of water or sewer infrastructure if this public right-of-way is not available.

Application 3 (Council Request): Staff believes the proposal would cause little or no adverse environmental impacts and that any potential impacts can be reviewed within the timeframe allowed for review of annual amendments.

3. Is sufficient analysis completed to determine any need for additional capital improvements and revenues to maintain level-of-service, and is the time required for this analysis available within the time frame for this annual review process?

Application 1 (PW Transportation): Staff believes there is sufficient analysis to assess capital improvements and revenues associated with this request. This is because of the recent work completed to prepare the draft Transportation Master Plan, which is near completion.

Application 2 (Log Cabin Road Ext): Staff believes more analysis is needed to understand the implications of not building the Log Cabin Extension. Additional transportation capital improvements and associated revenues could be needed to accommodate population growth if this street connection is not constructed. Some of that could be offset by savings of not constructing the street connection, but the difference of those improvements is not known. Staff does not believe the timeframe associated with annual Comprehensive Plan amendments is adequate to complete that analysis.

Application 3 (Council Request): Staff does not believe these proposed amendments would result in impacts to the need for capital improvements or revenues beyond those efforts to better address equity and inclusion that are already underway.

4. Can the proposed amendment be considered now without conflicting with some other Comprehensive Plan established timeline?

Application 1 (PW Transportation): Staff believes the proposed amendment can be considered now without conflicting with other timelines established in the Comprehensive Plan.

Application 2 (Log Cabin Road Ext): Staff believes the proposed amendment can be considered now without conflicting with other timelines established in the Comprehensive Plan. However, the results of that review *may* identify timeline conflicts with infrastructure investments planned in the out-years of the Capital Facilities Plans or the functional/master plans for utilities that have not yet been considered. This is because those master plans were developed based on the Future Land Use Map and planned transportation improvements identified in the Comprehensive Plan.

Application 3 (Council Request): Staff believes the proposed amendment can be considered now without conflicting with other timelines established in the Comprehensive Plan.

5. Can the proposed amendment be acted on without significant other amendments or revisions not anticipated by the proponents and is the time required for processing those amendments or revisions available within the time frame of this annual review process?

Application 1 (PW Transportation): Staff believes the proposed amendment can be acted on without significant other amendments or revisions not anticipated by the proponents and within the timeframe anticipated for annual amendments.

Application 2 (Log Cabin Road Ext): Staff does not believe there would be adequate time within the annual amendments timeframe to assess the amendment and the resulting transportation system improvements that would be needed elsewhere as well as the related amendments that would be needed to the 20-year needs identified in the Capital Facilities Plan. However, these issues could be addressed more fully in the more robust process planned for the City's upcoming Periodic Update of the Comprehensive Plan, as required under the Growth Management Act. The City's Periodic Update is due to be completed by June of 2025. The process is expected to be phased over a multi-year timeline and is anticipated to begin in 2022.

Application 3 (Council Request): Staff believes the proposed amendment can be acted on without significant other amendments or revisions not anticipated by the proponents and within the timeframe anticipated for annual amendments.

6. If the proposed amendment was previously reviewed, ruled upon or rejected, has the applicant identified reasons to review the proposed amendment again?

Application 1 (PW Transportation): N/A

Application 2 (Log Cabin Road Ext): N/A

Application 3 (Council Request): N/A

- B. If the Department determines that the answer to any of the above questions is no, it may recommend to the City Council that the proposed amendment or revision not be further processed in the current amendment review cycle. Upon direction from City Council, Department staff will inform those whose proposed amendments or revisions will not be considered because (a) impact analysis beyond the scope of the amendment process is needed; (b) the request does not meet preliminary criteria; or (c) likelihood of inclusion of the proposal in a department's work program. Proponents may resubmit proposals to the department at any time, subject to the timelines contained in this chapter.

Staff Recommendations for each proposal:

Application 1 (PW Transportation): Advance to the final docket, invite to apply for a Final Comprehensive Plan Amendment application.

Application 2 (Log Cabin Road Ext): Do not advance to the final docket but instead direct the City to consider this amendment as part of the Periodic Update of the Comprehensive Plan.

Application 3 (Council Request): Advance to the final docket, invite to apply for a Final Comprehensive Plan Amendment application.



MEMORANDUM

TO: Joyce Phillips, Senior Planner

FROM: Mark Russell, Deputy Public Works Director
Sophie Stimson, Transportation Planning Supervisor

DATE: January 13, 2021

SUBJECT: Comments on Proposed Comprehensive Plan Amendment to remove the Log Cabin Road Extension and other proposed street connections within LBA Woods Park

The City of Olympia Public Works Department does not support the proposed Comprehensive Plan amendment to remove the Log Cabin Road Extension and other street connections within LBA Woods from the Comprehensive Plan.

In addition to being in the Comprehensive Plan, the Log Cabin Extension is also in the 2045 Regional Transportation Plan. It is significant both for Olympia and the region's transportation system. A change of this magnitude should be evaluated for all its impacts, local and regional.

Because a detailed evaluation is needed, we recommend reviewing the Log Cabin Extension and other street connections within LBA Woods in the context of a broader Comprehensive Plan update. The Comprehensive Plan update process provides the time for this type of evaluation and the forum for community and policy maker discussion. An update to the Comprehensive Plan is scheduled to occur between 2022 and 2025, with adoption planned in 2025.

Policy background to street connections:

New streets are needed to complete the transportation network for several reasons, including dispersing traffic. By dispersing traffic across a connected street network, streets can stay small. Connected streets also mean more direct routes, which allows for faster emergency response times, shorter detour routes during construction, and more efficient commercial deliveries.

A well-connected street grid also makes it easier for people to walk and bike, and it makes transit routing easier and more direct. Smaller streets with fewer vehicles are safer and more inviting for people walking or biking. More direct routes are crucial for pedestrians and bicyclists, who are very sensitive to distance.

The Comprehensive Plan includes specific language and guidance on street connections, and it proposes them in parts of the City where the blocks are large, trips are longer, and traffic is concentrated on a few streets that are spaced far apart.

Background to the Log Cabin Extension:

The Log Cabin Road extension is proposed to connect Boulevard Road to Wiggins Road in the future. This street connection has been identified as a need for both the local and regional transportation system. The project would improve east-west mobility for southeast Olympia and Lacey. It would serve motor vehicles, pedestrians, and bicyclists. The project is likely not needed for 15-20 years.

Relationship to LBA Woods:

In 2016, the City purchased land that was slated for housing to create a park, LBA Woods. At that time, the City re-evaluated the need for the Log Cabin street connection, given the change in land use from housing to park/open space. It was determined that the new road was still needed, but farther in the future, closer to the 20-year horizon. As part of the decision to purchase the land to create a park, the City Council also used transportation capital funds to purchase right-of-way for the Log Cabin extension.

As part of the 2016 evaluation, we examined the traffic impacts of not building the extension of Log Cabin. We found that traffic would increase on other east-west streets to the degree that the City would need to make significant capital investments on them. We looked at widening Morse-Merryman Road and improving Yelm Highway and 18th Avenue to allow for more traffic flow. We found these projects to be much more costly and impactful than building the Log Cabin Road extension. Widening Morse-Merryman would significantly impact existing properties and homes along the street.

In 2016, we also reconsidered the proposed street design for the Log Cabin extension. The original design was a two-lane road with a median and bike lanes, sidewalks and planter strips on both sides. After the redesign, we were able to reduce the overall road width. This allowed us to better integrate the street into the park design and seemed appropriate, given that it was not serving as direct access to homes. The proposed narrower street design through the park is a two-lane street with a paved bike and pedestrian path on the north side, separated from the street by a planted buffer.

Regional implications:

Several projects have already been built with the assumption that the Log Cabin extension would be constructed in the future:

- The City of Lacey has completed its section of this regional corridor, the Mullen Road Extension, between College Street and Ruddell Road. The Log Cabin connection would complete the corridor from Wiggins to Boulevard.
- Thurston County's Yelm Highway project also assumed the east-west connection of Log Cabin Road would be built.
- Olympia's Boulevard/Morse-Merryman roundabout was also built with the assumption that the Log Cabin Road extension would be constructed, and it assumed that Morse-Merryman Road would not be widened.

Before any decision is made to remove the street connection from the Comprehensive Plan, the impacts to the regional network would need to be understood, and a discussion of those impacts with neighboring jurisdictions would need to occur.

Staff recommendation not to support amendment:

Removing the Log Cabin extension will have an impact to mobility for the community in the immediate area, as well as the regional transportation system. An in-depth evaluation is needed to understand the impacts of removing it and other street connections. Because the Log Cabin extension is not needed in the near term, there is no urgency to pursue these changes through an amendment process. The Comprehensive Plan update process, which must occur at least every eight years, is the appropriate time to reevaluate these transportation system needs in a broader context.



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

City Council

2021 Legislative Session Update

Agenda Date: 2/9/2021
Agenda Item Number: 6.B
File Number: 21-0172

Type: report **Version:** 1 **Status:** Other Business

Title

2021 Legislative Session Update

Recommended Action

Committee Recommendation:

Not referred to a committee.

City Manager Recommendation:

Receive an update on the 2021 Legislative Session.

Report

Issue:

Whether to receive an update on the 2021 Legislative Session.

Staff Contact:

Susan Grisham, Legislative Liaison, 36-753-8244

Presenter(s):

Susan Grisham, Legislative Liaison

Background and Analysis:

Staff will give an update on the 2021 Legislative Session including bills and topics of interest related to the City's legislative agenda.

Attachments:

2021 Legislative Agenda



Olympia's 2021 Legislative Agenda

Olympia

Investing in the Capital City

- Olympia is the front door of Washington's State government.
- As the Capital City, Olympia embraces its role as host to the state.
- We value State employees and visitors who work, shop, and dine in our downtown.

Olympia City Council

Cheryl Selby, Mayor
Jim Cooper
Clark Gilman
Yến Huỳnh
Dani Madrone
Lisa Parshley
Renata Rollins



Contact City Council

Susan Grisham, Legislative Liaison
360.753.8244
citycouncil@ci.olympia.wa.us

Administration

Jay Burney, City Manager
Keith Stahley, Assistant City Manager
Debbie Sullivan, Assistant City Manager

2021 Legislative Priorities:

Additional State Resources and Support to Address Homelessness, Affordable Housing, Mental Health and Chemical Dependency Services

- Olympia has the highest percentage of rent-burdened households and concentration of unhoused individuals in Thurston County.
- State leadership and support for renter/tenant protections, including rent control.
- Support for use of state property for the homeless and the state to manage encampments on their properties without the use of local jurisdiction resources.
- Further state leadership for mental health and chemical dependency resources.
- The City supports an amendment to the Residential Landlord-Tenant Act, specifically section RCW 59.18.040(1) exempting facilities established and operated by religious organizations and government entities.

Further legislative Action Related to Climate Change

- Further state leadership is needed to reduce greenhouse gas emissions from the built environment, transportation and other sectors.
- State funding support is needed to help advance local climate mitigation and adaptation efforts identified in the Regional Climate Mitigation Plan.

\$6 Million for Design and Right-of-Way Acquisition for New US 101 Interchange Ramps in West Olympia

- The Cooper Point Road/Black Lake Boulevard intersection is failing, hindering access to Capital Medical Center and other emergency medical facilities.
- Addressing congestion in this area requires more access from US 101 to West Olympia.
- The interchange ramps are Olympia's highest priority for capital transportation funds. The City has already spent \$2M on this project.

Clarification and Strengthening of Statute Regarding Unauthorized Military Organizations and Support for Action Related to Regulation of Firearms for Local Governments

- Throughout 2020, armed groups have posed a threat to the safety of City residents and those who peacefully assemble in our streets and on the Capitol Campus.
- The City wants a change in state law that provides clarification as to what constitutes a militia and harsher punishments for those who participate in such unauthorized organizations.
 - Currently, RCW 38.40.120 is only a misdemeanor punishable by up to ninety days in jail or a fine up to \$1,000 or fine and imprisonment.
- The City supports action related to expanding local government authority to regulate firearms.

OTHER PRIORITIES IMPORTANT TO OLYMPIA

\$3 Million for the Future purchase of National Guard Armory Located at 512 Eastside Street

- The City would like financial support for the future purchase and renovation of the Armory or have it donated to the City as a proviso.

Changes to the Property Tax Levy Lid Lift

The current 1% levy lid restricts revenue growth when costs are increasing more than 1% per year. The City Supports:

- Raising the levy lid lift more than 1% for specific projects or initiatives.
- Raising the levy lid lift based on the rate of inflation or 1% annually, whichever is higher.

Tax Increment Financing

- The City supports Tax Increment Financing (TIF), to help fund infrastructure, accelerate economic development and job growth.
- Washington is one of only two states that does not have TIF authority for local communities.
- TIF uses anticipated future increases in tax revenues to generate incremental tax revenues from a specific development project or projects across a designated district to help pay for current costs associated with development.

Solid Waste Reduction

The City is interested in legislation that reduces packaging and plastics, as well as improves recycling markets in Washington State.

Funding for Key Parks Grant Programs

- The City supports the Washington Recreation and Parks Association's request for robust investments in grant programs in the 2021-23 Capital Budget critical for the vitality of local parks and recreation.
- This biennium includes four City applications representing over \$2M in funding requests from Washington Wildlife and Recreation Program and the Youth Athletic Facilities program.

\$5 Million to Close Funding Gap for Fones Road Improvements

- This \$16M project reconstructs a key corridor with a wide mix of uses; addresses failing pavement conditions; significantly improves pedestrian & cyclist safety; addresses traffic congestion and freight mobility needs.

Funding for Shovel Ready Capital Projects

- **Karen Fraser Woodland Trail Phase III Development Project \$5.1M** – provides the long-awaited extension of the Karen Fraser Woodland Trail from Eastside Street through Watershed Park to Henderson Blvd. This is a critical next step in connecting this regional trail network to Tumwater.
- **Grass Lake Nature Trail Completion & Access Project - \$1.2M to close funding gap** – Received partial funding from a 2018 RCO Trails grant. This allocation would allow full funding for the project as designed, adding critical ADA and pedestrian safety upgrades.
- **Lions Park Sprayground Project – \$700K to close funding gap** - RCO Local Parks grant has allowed this project to begin construction in fall 2021. Due to limited resources the current project scope only includes frontage improvements along Wilson St. Additional funding would allow us to provide similar improvements on Frederick St., 7th, and 9th.
- **Yauger Park ADA Upgrades and Field Renovations - \$600K**– Initially built in 1982, this heavily used softball complex needs new backstops, field lights, safety fencing, and ADA upgrades throughout the park.

City Staff Contacts

City Manager

Jay Burney 360.753.8740
jburney@ci.olympia.wa.us

Legislative Liaison

Susan Grisham 360.753.8244
sgrisham@ci.olympia.wa.us

Assistant City Manager

Keith Stahley 360.753.8227
kstahley@ci.olympia.wa.us

Assistant City Manager

Debbie Sullivan 360.753.8499
dsulliva@ci.olympia.wa.us

Strategic Communications Director

Kellie Purce Braseth 360.753.8361
kbraseth@ci.olympia.wa.us

City Attorney

Mark Barber 360.753.8223
mbarber@ci.olympia.wa.us

Community Planning & Development Director

Leonard Bauer 360.753.8206
lbauer@ci.olympia.wa.us

Fire Chief

Mark John 360.753.8466
mjohn@ci.olympia.wa.us

Finance Director

Nanci Lien 360.753.8465
nlien@ci.olympia.wa.us

Human Resources Director

Linnaea Jablonski 360.753.8309
ljablons@ci.olympia.wa.us

Parks, Arts & Recreation Director

Paul Simmons 360.753.8462
psimmons@ci.olympia.wa.us

Interim Police Chief

Aaron Jelcick 360.753.8255
ajelcick@ci.olympia.wa.us

Public Works Director

Rich Hoey 360.753.8495
rhoey@ci.olympia.wa.us

Parking Services

360.753.8017
parkingservices@ci.olympia.wa.us

January 2021



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

City Council

Executive Session Pursuant to RCW 42.30.110 (1)(b); RCW 42.30.110 (1)(c) - Real Estate Matter

Agenda Date: 2/9/2021
Agenda Item Number: 9.A
File Number:21-0168

Type: executive session **Version:** 1 **Status:** Executive Session

Title

Executive Session Pursuant to RCW 42.30.110(1)(b); RCW 42.30.110 (1)(c) - Real Estate Matter