

TG: 08042.00

August 7, 2015

Courtney Kaylor  
McCullough Hill Leary, PS  
701 Fifth Avenue, Suite 6600  
Seattle, WA 98104

**SUBJECT: FRIENDLY VILLAGE – COMPREHENSIVE PLAN AMENDMENT REVIEW**

Dear Ms. Kaylor:

This letter provides comments on the proposed “Friendly Village Area Street Map” comprehensive plan amendment. You provided me with the staff report to the planning commission and associated materials. These materials show a number of specific future roadway connections through the Friendly Village site. The map appears to illustrate as many as five new roadways through the property and six new connections to adjacent streets and parcels. We have not seen any documentation that would substantiate the need for the number or specific locations of the future roadway connections. It is premature and unnecessary to show this many specific roadway connections without proper analysis and understanding of the needs of the site or the surrounding roadway network.

We completed a traffic analysis associated with the rezone of the Friendly Village site to HDC-4 in 2008. Based on this analysis, the proposed Friendly Village site would not generate enough traffic to justify the need for this many connections or as extensive an internal roadway network. The proposed amendment would require overbuilding of infrastructure that does not have a direct nexus and is not proportionate to the traffic generated by future development on this site. If there is a need for connectivity through the site to help alleviate other congestion in the City, then this need should be clearly documented and supported by transportation analysis. Transportation improvements necessary to meet future City needs should be identified utilizing appropriate transportation analysis and then incorporated into the Capital Improvement Plan. In addition, a strategy for City funding and implementation would also need to be developed and incorporated into the City’s six-year Transportation Improvement Plan.

We agree that enhancing connectivity is an important consideration for the City of Olympia and many transportation systems. There are many connections that are planned for in the Comprehensive Plan that can be clearly identified as needed for the system and public benefit; however, where connections that benefit the public are desired through private development parcels, a more generic approach could be taken. The specific alignments through these large private parcels cannot be determined without careful consideration of property ownership, topography, environmental impacts, site design, specific land use proposals, and traffic analysis. In our experience, showing a detailed street grid network on a map without proper analysis or consideration for all of the criteria that go into such an important decision creates confusion when a specific proposal is considered. Any specificity as to roadway alignments, grid system, or specific points of connection

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identified in the Comprehensive Plan should not be shown for a site like Friendly Village unless there is supporting documentation, which to my knowledge does not exist.

Regards,

A handwritten signature in black ink, appearing to read "Dan G. McKinney, Jr.", written in a cursive style.

Daniel G. McKinney, Jr.  
Principal