



August 5, 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,

I have been asked by Fred Hines of PCF Management to review the City of Olympia Comprehensive Plan Amendment Application as it relates to the Friendly Village area. The Friendly Village property is owned by PCF Management, encompasses approximately 42 acres, and is currently developed as a mobile home park. The portion of the comprehensive plan amendment related to Friendly Village proposes to add a future major collector street network comprised of multiple streets between adjacent parcels, Forestbrooke Way, Cooper Point Road, and Capital Mall Drive.

Based on the application package prepared by the City of Olympia, approximately 4500 linear feet of roadway designated as a future major collector is shown on the Friendly Village property owned by PCF Management. Per the City of Olympia Engineering and Design Standards, Chapter 4, Section 4B.030, Table 3, the right of way width required for a major collector will be between 60' and 80' depending on the number of lanes. The total right of way dedication associated with this roadway network will be between 6 and 8.5 acres depending on the final width of the right of way.

The extensive roadway network proposed in the this comprehensive plan amendment for the Friendly Village area may have a detrimental impact on the future development potential of the property as it limits the overall available property and adds constraints to individual parcel sizes. In particular, the proposed new streets will prevent the property from being developed to the full extent otherwise permitted under the development standards that apply to the property under the development agreement entered into by the City and property owner in 2009. These streets would heavily constrain the size and configuration of retail or multifamily buildings and their associated parking and would preclude the development of large format retail allowed by the applicable development standards.

It is my understanding that this property may never be redeveloped, since the current owner of the property has committed not to redevelop the property and, if it is sold, the manufactured homes on the property have a right of first opportunity to purchase. However, if the property is ever sold for redevelopment, in my experience working with commercial and multifamily developers over many years, the arbitrary placement of streets on a land use planning map in the manner proposed will raise a "red flag" for potential purchasers due to the constraints they create. While I understand that staff has asserted the location of the streets may be changed in the future, I did not locate this statement anywhere in the proposed amendments. In addition, I understand staff has referenced the Engineering Design and Development Standards as a basis for the location of these streets. I have reviewed these Standards. They provide intersection spacing guidelines for major collectors that would apply if major collectors are proposed. See Standard 4B.030, Table 3. However, nothing in these Standards would require the placement of major collectors within the property. In particular, nothing in the Standards indicates that they may be used to preclude development otherwise allowed by the zoning code.

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The design of any future development would need to take into account multiple considerations. This property is vested to the HDC-4 zone, which allows both commercial and multi-family uses. In addition, the development agreement requires 246 units of replacement housing if the property is redeveloped. Any future development would need to meet the dimensional standards of the HDC-4 zone. Both commercial and multifamily uses require conveniently located parking designed to City standards. In addition, a future development would need to make room for stormwater facilities, which must be placed in a location compatible with the property grades. Tree retention and open space may also be required. These are only some of the factors that would go into designing a future development. The location of streets is best done at the time a development is being designed so that the location is integrated and compatible with all of the other standards and requirements that must be taken into account in a project design.

Sincerely,



Mike Neer, PE
Principal

cc: Fred Hines; PCF Management Services, Inc.