18-1315 - WELLINGTON HEIGHTS NEIGHBORHOOD MEETING

SUMMARY OF MEETING

April 23, 2018, 6:30 – 8:30 PM Council Chambers

ATTENDANCE

City of Olympia

Paula Smith, Assistant Planner   (Provided an project overview and city review process details)

Leonard Bauer, Deputy Director

Tim Smith, Principal Planner

Cari Hornbein, Senior Planner and SEPA Official

Jeff Fant, Engineering Plans Examiner

Randy Wesselman, Planning and Engineering Supervisor

Eric Christensen, Planning and Engineering Supervisor

Dave Smith, Project Engineer II

Steve Thompson, Project Engineer II

Applicant and Authorized Representatives:

Alex Vo, ABS Investments LLC (Provided project detail including projected timeline, goals and conceptual designs)

Nick Leung

Chris Merrit, Olympic Engineering

Greg Heath, Heath and Associates

25-30 public members, assumed to either live, work or own property in the neighborhood of the proposed project.

Transportation Studies Questions

- Increased traffic and especially on Fern and 9th

- Can estimate number of cars per home

- Is there available on-street parking?

- How are TIA manual counts conducted?

- Why some data from City used and some was manually collected?

- How many trips currently on Fern and other neighboring streets?

- Why those five intersections studied?

    o Why not others too?

- Traffic must go to either Fern or Decatur. Especially concerned about 9th and Fern. When to be improved?

Stormwater Runoff Management Questions

- How can we keep all runoff from running offsite?

- Test actual infiltration works as designed?

- What is "design storm" that the designed infiltration rate will handle?

- Why previous plat not continued?

- Who is building the houses?

- What is the percentage increase on streets trips? (neighboring streets)

- What about traffic in neighborhood as people travel toward downtown? Past Percival Street traffic calming not effective.

- How can project effect quality of life?

- How affects trees which impact neighborhoods

- Cushing not an exit; funnels to Division

- What will price of homes be?

- Setback on south side next to Auto Mall? What is distance from Chrysler buildings to the new houses?

- What is city code for vegetation protection and landscaping screening?

- Can proposal address Auto Mall impacts – light, noise, flooding, e.g., screening provided by applicant

- Auto Mall already flooded by storm water ditch overflowing

- Auto Mall – buzzers, speakers, and freeway noise – all will be increased for existing Wellington West residents

- Traffic north of 9th should be considered

- How to consider the people who are opposed to it?

- Has developer built projects of this scale? Similar to this proposal?

- How many projects have been denied by Hearing Examiner in the past?

Transportation Analysis

- Look at modes of travel other than autos? How can we encourage those modes?

- Concern about current walkability on 8th, Rogers how can we avoid negative impacts

- Evaluation of site impacts of traffic, pedestrian/bike, stormwater? Especially Percival and 8th

- Concern that new trips will be higher speed – traffic calming?

- Concern no connections to south or west for any mode of travel not conducive to walkability bike-ability, or car travel

- Cushing just one block, then to Division. Only Fern and Division will handle traffic

- Past 7-11 project denied

- Alleys to north also may be impacted with traffic not designed to handle e.g., off 16th to North

- Previous comments: alley is signed for south bound travel, but can look at as part of traffic study to avoid north bound on alley

- Would be approvable if only two street connections because Cushing only one block North

- Alley west of Fern heading north – how can it be considered?

- When does SEPA require EIS v. just checklist?

- Environment checklist consider noise from off-site such as Auto Mall?

- Past subdivision approval occurred when comp plan had Decatur-Caton connection. This puts pressure on opening – don't want to see

- Can SEPA review look at long-term impacts – e.g., impacts that could contribute to pushing for later Decatur connection