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Attachment 13

APR 02 2018

City of Olympia
Executive Department

March 28, 2018

Hi Cheryl -

HOPE you can help us -

Mayor Cheryl Selby & Council Members
City of Olympia
PO Box 1967
Olympia, Washington 98507

Re: **Reject Submission of Land Use
Application by Vo/Leung for
Wellington Heights**

cc: COUNCIL
STEVE
JAY
KEITH
TIM S.
PAULA S.
LEONARD

Dear Mayor Selby and Council Members,

I am asking you and the Council to direct City Manager Steve Hall to reject the **submission** of a Land Use Application by Alex Vo and Nick Leung for Wellington Heights. According to City Engineer Jeff Fant, it is to be submitted April 4, 2018.

I am asking you to take this action at your Council meeting on Tuesday, April 3, 2018, for the below listed reasons.

The Scoping Process conducted by the misnamed "Community" Planning and Development (CP&D) department is private, secret, excludes the official neighborhood association, as well as recognized "parties of record" from participation or even observation. It is misnamed because it excludes from this critical scoping process the very "community" it is supposed to serve. Without participating in this process, the community can only comment on a done deal or engage in a costly appeal process.

On January 22, 2018, I asked you and the Council Members to obtain City Attorney Mark Barber's written opinion as to why this scoping process is private or "not public." I only received one answer from Council Member Rollings stating that she had "inquired." Nothing further. Neither you nor any other Council member responded.

You should not accept this submission until we receive, have reviewed and subsequently have challenged Mr. Barber's written opinion, if in fact he has one.

Storm Water Scoping. We asked to be notified in advance and, at a minimum, to observe this scoping meeting. We were denied notice and only received information about this meeting after the fact. As a result of this exclusion, auto mall dealers with a great deal of interest in this project were also excluded. One of those dealers, which currently provides \$1.1 million sales tax revenue/year to the City of Olympia is considering moving to Tumwater if this project continues.

The City of Olympia already lost \$1.1 million in sales tax revenue due to neglect of the Toyota dealer. You replaced that lost revenue with a November, 2017, property tax increase. Do you think we will vote for another property tax increase to replace this \$1.1 million dollar loss because you excluded auto mall owners from expressing their concerns in this scoping meeting?

I think you should deny this submission until a full storm water scoping meeting takes place with neighborhood and, in this instance, auto mall participation. Why risk another revenue loss by prioritizing Alex Vo?

Traffic Scoping “Meeting.” We asked to be notified in advance and, at a minimum, to observe this scoping meeting. We were denied notice and only received information about this meeting after the fact. There are numerous reasons you should deny the submission based solely on this completely flawed and illegitimate scoping process.

First, according to Assistant Planner Paula Smith there was no meeting, even though on page one of the TIA Guidelines it refers to “Traffic Impact Scoping Meeting.” The scoping sheet for this project says “This analysis must follow City of Olympia guidelines for a Traffic Impact Analysis.” Obviously, the staff missed step one, a meeting.

Second, if as Ms. Smith states, email was used for this interaction between staff and a traffic consultant hired supposedly by Mr. Vo, the 40 plus “parties of record” whose emails are on file with the City were not included in this non-meeting correspondence.

Third, the Transportation Engineer, David S. Smith, who transmitted the “TIA Scoping Sheet” to the consultant is an Engineer who has been trying to open up Decatur SW to automobile traffic for at least the past 15 years and writes a note to this consultant that says, “discuss future connection to Decatur Street.” You should be aware that the “Decatur Connection” was removed from the Comprehensive Plan. Is Mr. Smith now re-inserting it? Don't you think you should ask before allowing this submission?

Fourth, in the engineering plans submitted for this project by Alex Vo's Tumwater engineering consultant, there was no “future connection to Decatur street” whether at the end of Decatur or in the middle of Decatur. Mr. Smith is obviously going beyond his role as a commenter on a proposed plan to changing the plan itself.

Fifth, Engineer Smith lists “Critical Intersections” for study. These are the same flawed parameters that the City used in its unsuccessful attempt to open Decatur SW to Highway 101 in 2002. Please look at this. If a traffic study were to follow Mr. Smith's instructions, it implies that no traffic would continue north of 9th Avenue! In other words, all the cut through traffic that now endangers neighbors on Milroy, Cushing and Decatur between 4th Avenue and 9th Avenue will not be studied, nor the traffic down 9th Avenue to Percival, let alone the traffic down 12th, 11th and 10th between Decatur and Plymouth, etc.

Sixth, Engineer Smith lists Fern Street and 9th avenue as “critical.” Really? We have been trying to get a simple sidewalk from the City on Fern street at 9th for the past 15 years due to the City's failed model of shoving more and more housing down Fern street, but to no avail. Fern and 9th is a failed intersection, yet now the City, without any remedy to this existing problem, is planning to exacerbate it.

The Proponent: Alex Vo. If you agree to accept Mr. Vo's submission of a land use application, you will be indicating to financiers that the City of Olympia believes this is a viable project thus allowing Mr. Vo to obtain financing and purchase the 10 lots from Dean Willie for Wellington Heights.

Why would you do this? Does the City have no duty of due diligence in assessing financial viability before sanctioning a “developer's” project. We are unaware that Mr. Vo can obtain any local bank financing for this project based on this previous record of Chapter 11 bankruptcies. The City's attorney could no doubt provide you with an analysis of the number of local creditors from Mr. Vo's Chapter 11 bankruptcies in 2010 (ABS Investments LLC) and 2011 (Capital Shores Investments LLC).

You should reject Mr. Vo's submission until some independent analysis convinces you and our neighborhood that Mr. Vo's land turn over scheme will not end as yet another failed development leaving our neighborhood to suffer the consequences.

I look forward to your actions on Tuesday April 3rd.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Leahy". The signature is stylized with a large, sweeping initial "D" and a long, horizontal stroke extending to the right.

Dan Leahy
1415 6th Avenue SW
Olympia, Washington 98502

APR 04 2018

City of Olympia
Executive Department

Delores K. Nelson
1509 Sixth Avenue S.W
Olympia, Washington, 98502

CC: COUNCIL
STEVE
JAY
KELLIE
KEITH
LEONARD
TIM
PAULA

March 29, 2018

Mayor Cheryl Selby and City Council Members
City of Olympia
PO Box 1967
Olympia, Washington 98507 - 1967

Dear Mayor Selby and Council Members,

I am writing to you in regard to the Land Use Application by Alex Vo, and his partner Nick Leung, for Wellington Heights. I want the city council to reject its submission for the following reasons.

- The Community Planning and Development department has excluded official neighborhood associations, South West Olympia Neighborhood Association, as well as "parties of record," of which I am one, to participate in the critical scoping process.
- The planning process kept private and not shared with the community it serves. I understand the need for more tax revenue is priority in the city's concerns, but when it stoops to do business with Alex Vo, who has had multiple bankruptcies and questionable business practices, such as an underhanded way to purchase 10 lots from Dean Willie, is suspect.
- It is my understanding that auto mall dealers, which have great interest in traffic rerouted through their business area, were denied information and excluded notice of the Vo Project. This foolishly cost the city a million in tax revenue dollars; Toyota has moved to Tumwater.
- Authorizing the Vo development project, while turning a blind eye to the need of people who live here, is to ignore the fact that additional cut through traffic endangers of the neighborhood. Additional automobile traffic will indeed impact critical intersections, already deemed failed, by Transportation Engineer, David Smith, Ninth Avenue and Fern street are at the top on his list. Decatur, Milroy and Cushing will take the brunt of higher traffic.

- I believe with the recent push to rezone our neighborhood, providing for additional housing for the Missing Middle," has emboldened such projects as Alex Vo and his cohorts are planning. Furthermore, the Westside Neighborhood will lose more than it could possibly gain from this developer's investment.
- Further questions: How much will this unnecessary housing construction project cost the city and the neighborhood? What has been done about the impact or lack of water control and storm drains? Street lighting and street maintenance of high traffic streets? I believe the city would pay for new road construction in and out of Wellington Area, but who pays for new sidewalks, like the one we still have not got along Ninth Avenue, after 15 years of requests for one along that dangerous roadway.

Last, but not least by any means; it is my understanding that the city's has also promised its intention to open Decatur Street into the Wellington-Vo project if it goes through. "No matter how much people who live in the area protest."

Rejection of the Vo/Leug Wellington Heights land use application is my position.
I would appreciate a response to my letter.

Sincerely,

A handwritten signature in cursive script that reads "Delores K. Nelson". The signature is written in dark ink and is positioned above the printed name.

Delores K. Nelson

Paula Smith

From: Rosemary Gilman <gilmanrosemary@gmail.com>
Sent: Wednesday, April 04, 2018 9:42 AM
To: Paula Smith
Cc: Rosemary Gilman
Subject: Willington Heights project comment

Dear Ms. Smith,

I live at 1311 8th Ave. SW, Olympia and am very concerned about the enormous increase in auto traffic that will be going through my neighborhood under the Wellington Heights proposal.

My husband and I bought our house here 4 years ago as our retirement home in large part because this is a quiet neighborhood with little car traffic making it safe and pleasant to walk in. Walking is our primary form of exercise as well as being one of our favorite activities. We can visit outside with other neighbors who are out walking or gardening without the constant noise and concern for our safety that a high volume of auto traffic would impose.

All that will change if the Wellington Heights proposal goes through. Your study projects that automobile traffic will increase by an average of 533 trips a day and the most direct route from this development to downtown Olympia will be right through our neighborhood. That means an end to our peaceful, quiet and safe streets and destroys the very character of this neighborhood forever!

On these grounds I am 100% opposed to the construction of the Wellington Heights development! Please do everything you can to stop this development from being built!

Sincerely,
Rosemary Gilman

Paula Smith

From: Jack Eppert <jack.eppert@yahoo.com>
Sent: Friday, April 06, 2018 3:39 PM
To: Paula Smith
Subject: Wellington Heights project.

Hello Ms. Smith,

We are relatively new residents of the City of Olympia having moved here from the East coast last June. We just love this little town and the people who live here. The city services are handled very well and inexpensively as compared to the Philadelphia area they we came from.

I have taken note of the zoning change postings at the end of my street concerning the development of vacant lot next to our house. While I am not opposed to the project or the development of the 56 proposed lots, I do have one concern. The preliminary sight plan shows the addition of one street identified as 18th St. On the east end of the street there is a note saying it will be a "future" connection to Decatur St. The access to this area is already quite limited and adding the potential of another 100 vehicles will become a concern. I would be in favor of the new section of 18th Street being connected as part of the requirements for approval of the plan. I have noted the date of the meeting for the project and hope to attend and voice my concern.

We are aware of the "Decatur Raiders" group of NIMBY proponents opposed to any development. They distributed a letter describing all of the plans that they have disrupted to improve the access to our neighborhood. It seems in every project there are always those who oppose change and what I see as an improvement to our city. I wish you luck in dealing with them in this project.

Would you mind adding my name and email address as a party of record so that we may keep informed of the progress. Thank you and I look forward to meeting you at some point in the future.

Sincerely,

Jack L. Eppert
1620 Cushing St SW.
Olympia, Wa. 98502
Cell (215)872-9086

Paula Smith

From: Makhoulf <makhoulfmr@gmail.com>
Sent: Sunday, April 08, 2018 3:53 PM
To: Paula Smith
Subject: Wellington Heights - Alex Vo (ABS Investments LLC) Project - File Number 18-1315

Hello,

My name is Firas Makhoulf, my home address is: 1903 14th Ave SW Olympia, WA 98502.

I am emailing you to let you know that I am opposed (I object) to Mr. Vo's project in which he request a permission from the City of Olympia for a "preliminary plat" on 9.4 acres with connections to Fern, Division, and Cushing streets. The plant would be for 56 residential lots.

Crowding the neighborhood with this plan will certainly bring a lot of revenue to Mr. Vo; however, it will bring destroy the neighborhood, bring traffic, and comprise residents' safety.

I am asking to prevent this project form moving forward.

Please feel free to contact me if you have any questions.

Thank you.

Firas Makhoulf
360-819-2575

Sent from [Mail](#) for Windows 10

Paula Smith

From: Nancy Sullivan <synodis@gmail.com>
Sent: Sunday, April 08, 2018 6:00 PM
To: Paula Smith
Subject: "Wellington West" inquiry

Dear Assistant Planner Paula Smith,

I've been watching with concern since "Wellington West" has been proposed. I thought I wrote asking to be a party of concern, as I live in an affected neighborhood, but I've received nothing from the city as a result, so I'm asking again: please make me a party of record.

Because I walk that area daily, I'm particularly concerned about the traffic, since there is no good access to arterial streets, and there is lots of foot traffic crossing and using the local streets. Decatur in particular has heavy foot traffic, and especially around the Decatur Woods Park, where the playground is, there are already too many cars for the size of the street - it can't be an arterial; it deadends at an ally!

There is no way to add "Wellington West" without thoroughly wrecking Decatur Street. Why destroy a neighborhood in order to hypothetically build another one on the far side of it, AND by a developer who is not local and therefore not invested, and who has a history of bankruptcy which is a process that sticks Olympia locals with his debts? Please consider the people of Olympia are who intended to be the beneficiaries of our city government, and nix this scheme.

Yours sincerely,
Nancy Sullivan

1718 8th Ave SW
Olympia, WA 98502

PS Also, aren't we as neighbors at least getting a neighborhood meeting in our neighborhood? City Hall is not even close to our neighborhood.

Paula Smith

From: Bob Delastrada <bobdelastrada@gmail.com>
Sent: Monday, April 09, 2018 10:54 AM
To: Paula Smith; Cari Hornbein; Kenneth Haner; Cheryl Selby; Clark Gilman; Renata Rollins; Lisa Parshley
Cc: Dan Leahy; Melissa Rasmussen; Michael B; Raymond Schumann; Ron Kaufmann; Anna Robinson; Tammy Rayner; J GANT
Subject: Wellington Heights

To: The Mayor, City Planners, and Council Members

It is with great interest and concern that the Wellington proposal keeps rolling along despite neighborhood opposition, inadequate public participation at scoping meetings and Alex Vo's financial record. My most recent consideration involves the environmental check list. The plan proposes removing 90% of the the vegetation, 8.5 acres of a heavily wooded 9.4 acre plot. Given the cities commitment to reducing carbon emissions with intention and financial support, this is counterproductive. Trees play a major role in absorbing CO2, to simply clear cut will contribute to global warming, not to mention reducing the importance of greenery in our town. My understanding then, is that the Wellington Project does not conform to environmental guidelines for vegetation on new development, and should be rejected on that basis. Previously, I have stated a concern that given the predicted housing crisis, Olympia will be targeted by developers who have no vested interest in the community beyond financial gain. I believe we have that situation here. Please use the full power of your position to examine and hopefully prevent this proposal.

Best Regards,
Bob Delastrada
bobdelastrada@gmail.com
1516 Decatur St. SW, unit 130
651-644-9587

Paula Smith

From: Bruce Titus <brucet@brucetitus.com>
Sent: Monday, April 09, 2018 2:32 PM
To: Paula Smith; Cheryl Selby
Cc: 'danleahy43@yahoo.com'
Subject: Purposed Wellington Heights Development
Attachments: 201804091311.pdf

Paula, I called you earlier today, in regards to the Wellington Heights development plan. I am the owner of Bruce Titus Automotive Group (Olympia Nissan and Olympia Chrysler-Jeep). This purposed development backs up to my Chrysler-Jeep store (CJ). The reason I am taking the time to write you, is that there is a culvert between our two parcels. This culvert handles the water runoff, coming from Wellington Heights. During "OUR" rainy seasons, there is quite a bit of runoff and it will cascade over the rock drain field (approved by the city) and into the culvert. This culvert fills with water and has undermined my asphalt and encroached on my service dept.

My question-- If this purposed development is to go through, how is "THEIR WATER" going to be taken care of? The existing solution is a NON-STARTER! I brought in almost 1.3 M in city/local and B&O taxes for you. I expect a satisfactory solution, before this moves forward. Would someone please get back to me with your plan.

Thank You
BT

Bruce Titus, President & CEO
Bruce Titus Automotive www.brucetitus.com
6221 Tacoma Mall Blvd, Tacoma 98409
o. (253) 284-0140 f. (253) 474-0805
e. brucet@brucetitus.com

"Count on Us, All Around the Sound"

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

From: tacexecscan@brucetitus.com [mailto:tacexecscan@brucetitus.com]
Sent: Monday, April 09, 2018 1:11 PM
To: Bruce Titus
Subject: Message from "TacomaExec"

This E-mail was sent from "TacomaExec" (Aficio MP 301).

Scan Date: 04.09.2018 13:11:22 (-0700)
Queries to: tacexecscan@brucetitus.com

Paula Smith

From: Quan Ha <haquan68@gmail.com>
Sent: Monday, April 09, 2018 11:45 AM
To: Paula Smith
Subject: Oppose Mr Vo

Dear Ms. Smith:

I oppose Mr. Vo's Wellington Heights proposal.

This proposal will ruin my neighborhood and flood it with cars.

I want to be a party of record. Please send me all information about how to stop this project.

Sincerely,

Quan Ha
1512 Fern Street
[Wellington West.](#)

Paula Smith

From: Ray Cheng <yuiipcheng@hotmail.com>
Sent: Tuesday, April 10, 2018 9:59 PM
To: Paula Smith
Subject: About Mr. Vo's Wellington Heights proposal

Dear Ms. Smith:

I am opposed Mr. Vo's Wellington Heights proposal. Please help us stop this project.

We live in a quiet and safe neighborhood.

56 new houses is too much, too many cars on our narrow streets.

Plus, Mr. Vo will want to open 16th and Fern to automobiles. This would be terrible.

I want to be kept informed about all actions taken by this project. I want to be a party of record.

Please help us protect our community from Mr. Vo.

Sincerely,

Ray Cheng
1627 Fern Street SW
Wellington West

Paula Smith

From: Gary Fredericksen <gjfred@comcast.net>
Sent: Wednesday, April 11, 2018 12:43 PM
To: Paula Smith
Subject: Weelington Heights project

Dear Paula Smith

We wish to register our objections to the proposed "Wellington Heights" plat project in our neighborhood.

When the Percival Creek bridge was built and the stem road installed toward Decatur, assurances were made that it would not be pushed through and made an arterial. Although that has remained true to this point, developments in this neighborhood have increased traffic substantially. For example, people trying to access 9th SW from Fern often wait a considerable time and only increase in numbers. Living at the corner of 9th and Percival we have watched traffic increase steadily over the years. After two hit and runs to our vehicle legally parked on 9th beside our home from people turning the corner too fast to control, much less legally stop, prudence has dictated we no longer can safely park there. A traffic study apparently concludes the proposed project would add 553 average daily trips to the area. Obviously from a personal perspective we do not want to see that additional traffic added to our corner, but more substantially, we both know that at the point congestion, volume, and road rage reach a certain point a decision will get made to open Decatur through to Percival Creek to try to diffuse the volume. The one way to preserve the original assurance that Decatur would not become an arterial, is to limit the volume of housing and traffic. Mr. Vo's personal profit scheme is not a good reason to betray the neighborhood. Thank you for considering our objection.

Please consider us a party of record.

Gary and Dara Fredericksen

Paula Smith

From: Jennifer Bunge <jenniferbunge@yahoo.com>
Sent: Wednesday, April 11, 2018 9:52 PM
To: Paula Smith
Subject: Oppose the Wellington Heights Project

Hi Ms. Smith,

As a resident of Wellington West neighborhood and SWONA, I strongly oppose the Wellington Heights Project. The proposed development will create unacceptable levels of traffic in our neighborhood and affect the infrastructure of the neighborhood.

I'd like to be a party of record, and please send us a copy of the environmental checklist.

Sincerely,
Jennifer Bunge
14th Ave. SW

Paula Smith

From: Ken Brown <kenger150@live.com>
Sent: Wednesday, April 11, 2018 4:43 PM
To: pssmith@ci.olympia.wa.us
Subject: wellington heights is not sensible at all.

Dear Paula, Please do us all a favor and scrap the project of Mr Voes nightmare of building 68 houses on the property south of 18 th st. there is just no room for more traffic on these narrow streets that were approved by someone in the city offices. If in fact if they were ever approved by anyone. The decision to make these alley wide streets was not a good one. Now to add any more traffic means the city needs to widen all they shrunk down to miniature size. I can' t imagine who thinks these things thru to a workable drawing and then get it passed by the overseers. VOTE NO to continue this stupid unrealistic plan. Thanks for reading this and take some time to digest what they are planning and say NO WAY. We will not do this to the good people in this area. thanks K M Brown 1810 15 th ave S.W. Olympia 360-352-0104

April 12, 2018

Nick Leung (Applicant)
Lucent Creative, LLC
2710 D NE 123rd
Seattle, Washington 98125

Alex Minh Vo (Contact)
SBA Investment Group, LLC
PO Box 6130
Olympia, Washington 98507

RE: Wellington Heights: 18-1315

Dear Mr. Leung and Mr. Vo,

We, the undersigned residents (134 residents in 90 households) of Olympia's Westside neighborhood, are asking you to stop your efforts to promote the building of 56 residential units south of Wellington West between Fern and Decatur SW.

We believe a project like this is neither feasible nor compatible with the residential character of our existing neighborhood. Your proposal would remove the last remaining natural barrier between existing homes and the auto mall's air and noise pollution. The City has already ruled that such a barrier is required between commercial and residential sections of our neighborhood.

In addition, your project would exacerbate the worst traffic congestion in our neighborhood at 9th and Fern, as well as disturb the residential character of our neighborhood by having traffic flow up Division Street to the "T" at 15th Avenue.

Your proposal would also create pressure to open up 16th and Fern, as well as the southern end of Decatur to automobile traffic. Our neighborhood association, SWONA, is unalterably opposed to any such opening, as is the current leadership of the Olympia City Council.

Your proposal also assumes that our urban neighborhood is compatible with suburban development as typified by Mr. Vo's car-dependent Horizon Pointe Subdivision, 7A and &7B. It is not.

Mr. Leung, you are identified by the City as the "applicant" and investor. If you wish to invest in Olympia, there are many opportunities and we would be happy to talk with you about them. However, your current proposal is not one of them.

We hope that you will not file a formal application. If you do, we will monitor its progress at each step. Many of us have already asked the City to keep us informed about all matters concerning this proposal.

Sincerely (Signed),

Faith Coldren
1003 4th Avenue SW

Melanie Davis/Jentzen Mooney
1404 5th Avenue SW

Vivian Folson/George Sullivan
1506 5th Avenue SW

Jonathan McKenzie Sullivan
1332 5th Avenue SW

Liz Dalton and Steve Brink
125 Olympic Way NW

Nicole & Chas Leyster
819 Midway NW

Ann M. Vandeman
1609 6th Avenue SW

Schaefer and Robert Bell
1414 6th Avenue SW

Dan Leahy/Bethany Weidner
1415 6th Avenue SW

Donna and Tom Bosworth 1519 6 th Avenue SW	Caroline Lacey 1303 6 th Avenue SW	Nora Walsh 1103 6 th Avenue SW
Delores Nelson 1509 6 th Avenue SW	Jami Heinricher 1014 6 th Avenue SW	Cindy Parter/Kezia Prater 1416 6 th Avenue SW
Joanne Brieese 1220 7 th Avenue SW	Rosemary Gilman 1311 8 th Avenue SW	Christine Hempleman 1303 8 th Avenue SW
Nancy Sullivan 1718 8 th Avenue SW	Mick Synodis/Ana Sullivan 1718 8 th Avenue SW	Rachel & Geoff Baran 1324 9 th Avenue SW
Linda Condon/Rick Hoonan 1417 9 th Avenue SW	Chris Ciancetta 1418 11 th Avenue SW	Gretchen and Derek Valley 1217 11 th Ct. SW
Ryan and Serena Grimes 2039 14 th Avenue SW	Jennifer and Paul Bunge 2033 14 th Avenue SW	Toan Phung 1702 14 th Avenue SW
Phil Cornell 1502 15 th Avenue SW	Ken and Gerry Brown 1810 15 th Avenue SW	Cynthia Taylor 1501 Thomas Street SW
Jean Eberhardt 117 Thomas Street NW	Kate Fehsenfeld & Steven Kant 103 Thomas Street NW	Jennifer/Ted Whitsell 816 Plymouth Street SW
Angela and Eric Grizzle 523 Plymouth Street SW	Kathleen Byrd 132 Plymouth Street NW	Margaret and Jim Knudson 603 Plymouth Street SW
Diane/Dean Schwickerath 1019 Plymouth Street SW	Angela and Eric Grizzle 523 Plymouth Street SW	Dana Mock/Sean Hamilton 510 Plymouth Street SW
Ryan and Hanna Hollander 103 Plymouth Street NW	Joan Harlow 603 Percival Street SW	Karen Janowitz 811 Percival Street SW
Kathy Harrigan/Stam Lewis 604 Milroy Street SW	Edith/Matthew (Tarrell) Reeves 723 Milroy Street SW	Beverly Taylor 828 Milroy Street SW
Jeanne Langille 822 Milroy Street SW	Toby Bacheldor/Korja Giles 617 Milroy Street SW	Sam Matulich 716 Milroy Street SW
Natalie and Rick Martzolf 716 Milroy Street SW	Jan Sharkey and Gary Wiles 521 Rogers Street SW	Ashley, Brent, Eleanor McBride 1237 Rogers Ct. SW
Jean Mandeberg/Joel Greene 114 Sherman Street NW	Judy Manley 520 Foote Street SW	Dick Stamey 519 Foote Street SW

Cynthia Taylor 1501 Thomas Street SW	Whitney Raines 1633 Langridge Ave. NW	Laura Cannon/Mick Watts 1201 4 th Avenue West
Rebecca Niggeman 1501 Fern Street SW	Alfonso and Susan Gonzales 1507 Fern Street SW	Tito Roy 1600 Fern Street SW
Mark Toy 1527 Fern Street SW	Quan Ha 1512 Fern Street SW	Teresa/Fritz Georgi 1523 Fern Street SW
Jim and Jennifer Grant 1000 Fern Street SW K103	Joe Beck 915 Fern Street SW	Rosalinda Noriega 421 Decatur Street SW
Bob Delastrada 1616 Decatur St. SW #130	Melissa Rasmussen 1516 Decatur St SW #110	Melissa/Matthew Randazzo 622 Decatur Street SW
Daniel Marcotte 609 Decatur Street SW	Residents 506 Decatur Street SW	John Amos 617 Decatur Street SW
Mont and Judy Francisco 824 Decatur Street SW	Janis Rich/Randy Parr 1227 Decatur Street SW	Kathy & Tom Brignole 623 Decatur Street SW
Wanda Cross 515 Decatur Street SW	Jon Kovarik 823 Cushing Street SW	Marguerite O'Neill 702 Cushing Street SW
Angela Rush 604 Cushing Street SW	Mo Lally 623 Cushing Street SW	Shannon Garland 1617 Division Street SW
Nathan Obrian 1529 Division SW	Tim Caldaron 1506 Division SW	Greg Valenti & Audrey Pitchford 1530 Division SW
Clayton Woods 1522 Division SW	April and Corey Emery 1502 Division SW	Paul and Cindi Larsen 1525 Division SW
Karl & Cindy Buckwalter 1618 Division SW	Ray Cheng/Tiffany Nguyen 1627 Fern Street SW	Terrilyn Burke 1424 12 th Avenue SW

cc: City Council/City Manager/Community Planning & Development Staff
Dean Willie, Lemon Properties, LLC., 5732 Garden Ln. NW, Olympia, Washington
Patrick Berschauer, Coffee Creek, LLC 3922 Country Club Dr. NW, Olympia
Chris Merritt, Olympic Engineering, Tumwater, Washington
Keller Williams Realty, Bellingham, Washington
Greg Heath and Kyle Young, Health and Associates, 2214 Tacoma Rd, Puyallup, Washington
Materials Testing and Consulting, Inc., 777 Chrysler Dr. Burlington, Washington
Bruce Titus, Bruce Titus Automotive, Tacoma, Washington (Chrysler/Jeep; Nissan)
Ed McCarroll, McCarroll Investments, 2370 Carriage Loop, Olympia, Washington (Honda)
Dale Kimmel/Don Wilder, K W Limited, 2545 Aspenwald Rd. NW Olympia (Evergreen Sales)

Alex Vo, ABS Investments, LLC, 1867 Turk Street, San Francisco, California
Bryan Minh Vo, ABS Investments, LLC, 5047 Cooper Point Rd NW, Olympia
Samantha Kim Vo, ABS Investments, LLC, 5047 Cooper Point Rd. NW, Olympia

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Thursday, April 12, 2018 5:26 PM
To: Paula Smith
Cc: Cari Hornbein
Subject: Reject Chris Merritt's Environmental Checklist, Wellington Heights
Attachments: Wellington. Checklist Comment..doc

Paula Smith, Assistant Planner

Cari Hornbein, ACIP, Senior Planner & Environmental Officer

My Comments on the Environmental Checklist Submitted by Chris Merritt, 3/30/18.

Master File # 18-1315, Project Name: Wellington Heights.

I am asking that this checklist be rejected and that Mr. Merritt be instructed to resubmit it.

Applicant.

Mr. Merritt incorrectly identifies the Applicant LLC. If you search the Secretary of State's office for "ABS Investment, LLC" there is no record. The correct name of the applicant is "ABS Investments LLC." There is an "s" in investments and no comma.

This raises a question about Mr. Merritt's statement: "I affirm that all answers, statements, and information submitted with this application are correct and accurate to the best of my knowledge."

Correctly identifying the applicant might be a minor point to someone who works for Alex Vo, but it is not a minor point for those of us who are trying to make use of documents submitted to the City about this project. And, of course, this type of carelessness raises questions about the accuracy of the rest of the document. Mr. Merritt does not appear to be under any obligation to submit accurate project information to the City. Mr. Merritt should resubmit this checklist.

In terms of ABS Investments LLC, its expiration date is June 30, 2018. Mr. Merritt should indicate to the City why this LLC expires in two months. He should also explain why his employer has switched during this process from SBA Investment Group, LLC which was his contact at the pre-submission conference in September, 2017 to ABS Investments LLC. He should also explain why Nick Leung is no longer the "Applicant."

In addition, ABS Investments LLC is the entity that filed Chapter 11 bankruptcy in the Western District of Washington in April, 2010 and in September, 2010. Keith Stahley wrote in September, 2017, that "The City does not base its review on the financial viability of the project or the applicant." This practice has certainly left an identifiable trail of uncompleted and bankrupt projects in our community. Mr. Merritt should explain why the City should continue to expend resources on a financially risking project with potentially irreversible effects on our neighborhood.

Water Body (if any).

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environmental framework that led Mr. Merritt's failure to mention these bodies or just another mistake? Mr. Merritt needs to show he understands the presence of these water bodies.

Duly Authorized by the Owner to act with respect to this application.

Mr. Merritt signs a statement that he is so duly authorized. My question is who is the "owner" here. Is it Mr. Alex M. Vo? ABS or SBA? Nick Leung? Dean Willie? Patrick Berschauer? The twelve parcels listed in Mr. Merritt's application are, as of this date, not owned by ABS Investments LLC, nor by Nick Leung, nor by SBA Investment Group, LLC, nor Mr. Merritt. Given the numerous corporate entities surrounding this project, Mr. Merritt needs to clarify who the "owner" is that he is authorized to act with respect to this application.

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Here (a.) Mr. Merritt circles "rolling" as a general description of the site. There is another option that Mr. Merritt didn't circle, "steep slopes." Anyone with a modest familiarity with the site in question would describe the southern end of this proposed site as a "steep slope."

I don't know what (b.) "approximately 16%" means but there is a 10 foot high cliff at the southern end of this property and over this cliff water cascades into an informal ditch/culvert with a history of damaging the property to its south. It appears this slope has recently become a major concern of City Engineer Jeff Fant due to Mr. Titus' intervention. Mr. Merritt needs to add "steep slopes" to his checklist and re-submit it.

(h.) "SWPPP." I understand there is a Storm Water Pollution Prevention Plan (SWPPP) and a Construction Storm Water General Permit (CSWGP). I am not familiar with "Construction Storm Water Pollution Prevention Plan" that Mr. Merritt mentions in this section. Is this another mistake by Mr. Merritt or a new plan at the Department of Ecology. I think he needs to clarify this.

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In addition, Mr. Merritt needs to answer this question differently. "Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site?" Mr. Merritt answers "No." The proposal definitely does "affect drainage patterns in the vicinity of the site." The drainage at the south end of this site is already inadequate and injurious, replete with a broken storm water drain and an inadequate culvert and hillside diversion system. His proposed moving of 18,000 cubic yards of grading, his addition of sites for 56 residences and 112 parking space will affect drainage patterns in the vicinity of the site.

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This section asks questions about energy, the use of solar energy and energy conservation features as if these were important environmental questions in today's global warming crisis. Yet what is being considered here is a fossil fuel, auto-dependent project that prioritizes the use of automobiles, two for each house. Mr. Merritt answers one question by stating, "the proposed homes will meet or exceed Washington energy code requirements." What are "**proposed** homes." This is not a request to build homes. Mr. Vo does not build homes. There are no actual homes associated with his request for a "preliminary plat" nor can Mr. Merritt say what "proposed homes" will or won't do. He needs to resubmit his checklist.

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Mr. Merritt writes "none" when asked for "proposed measures to reduce or control environmental health hazards. I guess it depends on what you mean by environment. Is Wellington West with its 120 homes, kids, families, quiet streets to the north an "environment?" Mr. Merritt plans to drive 533 new automobile trips through the narrow streets of Fern, Division and Cushing SW, leading to exits at 14th Avenue on the east or the already congested 9th and Fern. How about a proposed measure not to build it and leave Wellington West alone? I think Mr. Merritt should re-submit his checklist and list ways he could reduce this damage to the existing neighborhood environment.

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Here Mr. Merritt only admits that in this area there are only "noises typical to urban residential areas." He fails to mention the contiguous auto mall on the west and south of the site. He needs to re-submit his checklist.

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(a.). Will proposal affect current land use and adjacent properties? Mr. Merritt writes "no." The placing of homes contiguous to a commercial zone (auto mall) with absolutely no buffer will certainly affect both the site and adjacent properties.

(k.) Measures to avoid/reduce displacement? There are several sites on this 9.4 acres where people without homes appear to live. What's Mr. Merritt going to do about this displacement?

Housing

(a.) Indicate whether high, middle or low-income housing. Mr. Merritt writes "56 middle income housing." Mr. Merritt has no basis upon which to say that this housing will be "middle income", if in fact there is a definition for this term. Neither he nor Mr. Vo build housing. He should re-submit his checklist.

Light and Glare.

(c.) What existing off-site sources of light and glare may affect your proposal? Mr. Merritt writes "non known." The auto mall is an off site source of light and glare. He needs to re-submit his proposal.

Recreation.

(a.) Recreational opportunities in the immediate vicinity? Mr Merritt writes "There are no recreational facilities within the immediate vicinity of the project." There is the neighborhood created Decatur Pathway Park and Poetry Post within a few yards of his project. He should re-submit his checklist.

Historical and cultural preservation.

(a.) Any buildings (etc) located on or near the site that are over 45 years old? Mr. and Mrs. George Johnson's home on Decatur SW was built in 1973 and will be 45 years old, if in fact this project is completed in 2019, as hoped for. This should be noted in the checklist.

Transportation.

(b.). Mr. Merritt states that one of the nearest bus stops is "Sherman./4th avenue." This is the stop next to the old St. Pete's hospital, which is in fact 1.5 miles away. The nearest stop is 9th and Fern. He should re-submit his checklist.

Dan Leahy

1415 6th Avenue SW

Olympia, WA. 98502

Paula Smith

From: Don Cohen <dhc360@comcast.net>
Sent: Thursday, April 12, 2018 9:02 AM
To: Paula Smith
Subject: Wellington Heights Project

Dear Ms Smith,

My name is Don Cohen. I live in the Wellington West sub-division on Olympia's West Side. We've owned a home there for 19 years. It's a lovely neighborhood. There are a lot of children, including my 8 yr. old grandson Jordan, living here and playing on the streets here. Before access to the streets was closed off, through the efforts of the neighborhood association and concerned neighbors, when 16th was open to the mall, our neighborhood was literally a cut through drag strip for people wanting to go the shortest way possible to downtown and points elsewhere.

Mr Alex Vo is planning to build 56 single resident homes on property just south and adjacent to our neighborhood would present serious threat to the safety to Wellington West and our entire west side neighborhood.

I oppose the Wellington Heights project and want to be a party of record in that regard. Please send me a copy of the environmental checklist for the project.

Thanks for your time and consideration and I hope you'll join us in opposing this project.

Sincerely,

Don Cohen 1920 15th Ave S.W., Olympia, WA 98502

Paula Smith

From: April Emery <aemery55@yahoo.com>
Sent: Friday, April 13, 2018 9:22 PM
To: Paula Smith
Subject: Wellington Heights project

Hello Ms. Smith,

As residents of Wellington West II, my husband and I are opposed to the Wellington Heights project. There is already not enough parking on Division St SW; 56 more residences would creating an insane amount of congestion. We wish to be a party of record. Please send us a copy of the environmental checklist.

Thank you,

Corey and April Emery
1502 Division St SW
Olympia, WA 98502

Paula Smith

From: joseph beck <beckjosephc@yahoo.com>
Sent: Friday, April 13, 2018 9:54 AM
To: Paula Smith
Cc: Tim Smith; Cheryl Selby; Jessica Bateman; Nathaniel Jones; cgilman@olympia.ci.wa.us
Subject: I want to be a Party of Record re: Wellington Heights Development.

April 13, 2018

Patti Smith
Associate Planner, City of Olympia, Wa.

Dear Patti Smith:

I am requesting to be a Party of Record re: Wellington Heights proposed development. Please Confirm Receipt of this email! With that stated, having been a resident of the Fern Crest apt's., located at 9th and Fern SW, Olympia, Wa, for better than 6 years, I have personally witnessed the ever increasing amount of traffic, both automobile and foot, along with bicycle and motorcycle, that have not only caused major congestion, but also, has become a serious safety concern for those who live in this area, and also for the emergency personnel who have to navigate this congestion!

Simply, I have witnessed on far too many occasions, emergency personnel, fire, police, EMT's, having to slow down, considerably, due to the congestion on 9th and Fern Streets SW. Any delay can only decrease the chances of survival in a life or death situation! So too for those that may become a crime victim! Furthermore, for better than 6 years, on the westside of Fern St. SW, in part, there are no sidewalks! Again, with the very real possibility that Wellington Heights will be approved, the increase of traffic only can endanger the safety of many! I also ask that ALL included in This Email, ACTUALLY TAKE 2 HOURS, COME To 9th and Fern, SEE FOR YOURSELF, the congestion that I speak of!!
Sincerely,

Joseph C.Beck
Beckjosephc@yahoo.com
360-584-0094

Paula Smith

From: Richie Mello <richie1cash@hotmail.com>
Sent: Friday, April 13, 2018 2:06 PM
To: Paula Smith
Subject: In Regards to Wellington Heights

Dear Assistant Planner Paula Smith,

My name is Richie Mello. I am a current resident of 428 Cushing Street SW. I am writing you today not solely on the behalf of myself, nor my two other roommates who reside on Cushing Street SW as well, but on behalf of the greater West Side Olympia residential housing district between Cushing, Milroy and Decatur SW. This email is in regards to a proposed preliminary play by a Mr. Alex Vo near Wellington West and Fern Street. I am asking to be apart of the party of record who do not wish for this project to pass the proposal stage. This stretch of open land just like many others not only in this city but in this state, are rapidly disappearing and at an alarming rate. Not only is this land protected under law and the State Environmental Policy Act but it is a necessary part of our community. This open land is enjoyed by thousands of near by residents, it is home to a small pond that occupies native frogs that thrive in these parts through out the year. Dear, Owls, various species of Birds and other native creatures use this land as their home, not to speak of the other nearby residents who take their pets here to play. This land needs to be preserved and has the right to be untouched under City and State law.

I thank you for taking the time to read this letter, and wish that it be used as apart of the public record of those against this project proposal.

Sincerely,
Richie Mello, Joey Kucklick, and Jeff Coolie.

Sent from my iPhone

Paula Smith

From: Tom Malamakal <tom.malamakal@gmail.com>
Sent: Friday, April 13, 2018 9:58 AM
To: Paula Smith
Subject: Wellington Heights Project

Hello Paula,

I want to be a party of record regarding the proposed Wellington Heights project.

I live in the neighborhood and I am opposed to this project. I support the resolution drafted by the South Westside Olympia Neighborhood Association (SWONA).

Please send a copy of the environmental checklist submitted by the developer.

Thank you.

Tom Malamakal

1810 14th Ave SW
Olympia, WA 98502

Paula Smith

From: Fehlya Ehrlander <fehrlander@gmail.com>
Sent: Saturday, April 14, 2018 7:44 AM
To: Paula Smith
Subject: Wellington heights project opposition

Dear Paula,

This note is to intended to be a party of record opposing the Wellington heights project here in Olympia. Please reply with a copy of the environmental checklist.

Thank you,

Fehlya Ehrlander

1721 15th ave sw, Wellington West

Paula Smith

From: JOAN HARLOW <joanderbyharlow@comcast.net>
Sent: Sunday, April 15, 2018 3:24 PM
To: Paula Smith
Cc: Dan Leahy
Subject: Please Reject Wellington Heights Proposal

Dear Ms. Smith: I am a resident in West Olympia at 6th & Percival and a member of the SouthWest Olympia Neighborhood association. I am writing to express concern about the proposed Wellington Heights development and how it may impact my neighborhood.

1. I would like to be added as a "party of record." I have not been receiving mailings about the proposal, but would like to.
2. There is a neighborhood "informational meeting" scheduled for April 23 at 6:30 pm at City Hall. It would be a great convenience if this meeting were to be located in our Westside neighborhood. For those of us who do not drive after dark, we will not have the option of taking the bus, since service stops at 7 p.m. for route 47. I assume that proceedings will last longer than 25 minutes. Holding this meeting at City Hall will certainly limit the number of residents who can attend.
3. Although it appears that I am not currently listed as a "party of record" I have been able to review Dan Leahy's comments about the Environmental Checklist put together by Chris Merritt on 3/30/18. The many errors and/or mistaken assumptions on this checklist should definitely be addressed because they are serious. The potential drainage issues are quite alarming. The traffic problems that will be generated will have a deleterious effect on everyone who lives in the adjacent neighborhood.
4. Given the projected increase in population in Olympia over the next 10 years and the already debilitating shortage of affordable housing in Olympia, I wonder why you are willing to consider anything other than encouraging high-density housing, Single, one story homes use quite a bit more space. This sort of development does not represent progress in our community and appears to be environmentally reckless given its location.

Thank you for considering my objections and my perspective as someone who has resided in this neighborhood for more than 10 years.

Sincerely,

Joan C. Harlow

603 and 605 Percival St SW, Olympia, WA 98502

360-357-7629

Paula Smith

From: Paul Larsen <paul.larsen1@gmail.com>
Sent: Sunday, April 15, 2018 8:45 PM
To: Paula Smith
Cc: Jeff Fant; Tim Smith
Subject: Wellington Heights Public Comment Statement

April 15, 2018

To: Paula Smith, Assistant Planner
Cari Hornbein, ACIP, Senior Planner & Environmental Officer

Fr: Paul & Cyndi Larsen, 1525 Division St SW, Olympia, 98502

Re: My Public Comments for the Record on the Environmental Checklist Submitted by Chris Merritt, 3/30/18.
Master File # 18-1315, Project Name: Wellington Heights

Questions for the Hearing Examiner

Per Olympia Municipal Code the following actions need to take place or the application shall not be deemed complete. Who do I speak with to confirm that these items have been completed?

18.60.060 Application –Content

Each application for land use approval shall contain all required information as set forth in the approved land use application together with the following information:

- A. A complete environmental checklist, when required by the State Environmental Policy Act;
- B. All fees, signatures and information specified in the approved application form;
- C. Complete application(s) for all associated non-construction approvals or permits required by this code, including but not limited to concept design review, conditional use approval, shoreline development, site plan review, variance, preliminary plat approval, and rezone.

It is my understanding that Olympia Municipal Code 16.60.090 Tree protection during construction: Prior to initiating tree removal on the site, soils, vegetated areas and individual trees to be preserved shall be protected from potentially damaging activities pursuant to standards in the Urban Forestry Manual. The proposed land development area has existing trees that act as a natural buffer for our neighborhood. The current development plan will eliminate any natural buffer from the Automall.

I am asking that this checklist be rejected outright for factual misstatements and the application should be deemed inaccurate and therefore inadmissible.

Statements showing the application shows factual misstatements and the application should be deemed inaccurate and therefore inadmissible

Applicant

Mr. Merritt incorrectly identifies the Applicant LLC. If you search the Secretary of State's office for "ABS Investment, LLC" there is no record. The correct name of the applicant is "ABS Investments LLC." There is an "s" in investments and no comma. This in and of itself is a factual misstatement and the application should be deemed inaccurate and therefore inadmissible.

Correctly identifying the applicant might be a minor point to someone who works for Alex Vo, but it is not a minor point for those of us who are trying to make use of documents submitted to the City about this project. And, of course, this type of carelessness raises questions about the accuracy of the rest of the document. Mr. Merritt does not appear to be under any obligation to submit accurate project information to the City. Mr. Merritt should resubmit this checklist.

In terms of ABS Investments LLC, its expiration date is June 30, 2018. Mr. Merritt should indicate to the City why this LLC expires in two months. He should also explain why his employer has switched during this process from SBA Investment Group, LLC which was his contact at the pre-submission conference in September, 2017 to ABS Investments LLC. He should also explain why Nick Leung is no longer the "Applicant."

In addition, ABS Investments LLC is the entity that filed Chapter 11 bankruptcy in the Western District of Washington in April, 2010 and in September, 2010. Keith Stahley wrote in September, 2017, that "The City does not base its review on the financial viability of the project or the applicant." This practice has certainly left an identifiable trail of uncompleted and bankrupt projects in our community. Mr. Merritt should explain why the City should continue to expend resources on a financially risking project with potentially irreversible effects on our neighborhood.

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Noise

Here Mr. Merritt only admits that in this area there are only “noises typical to urban residential areas.” He fails to mention the contiguous auto mall on the west and south of the site. One thing not considered with noise is the fact that the nine acres of trees acts as a noise buffer from both the auto mall and the highway 101. Why have no studies been done to account for what happens when nine acres of trees are destroyed?

Land and Shoreline Use

(a.). Will proposal affect current land use and adjacent properties? Mr. Merritt writes “no.” The placing of homes contiguous to a commercial zone (auto mall) with absolutely no buffer will certainly affect both the site and adjacent properties.

(k.) Measures to avoid/reduce displacement? There are several sites on this 9.4 acres where people without homes appear to live. What's Mr. Merritt going to do about this displacement?

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(a.) Recreational opportunities in the immediate vicinity? Mr Merritt writes “There are no recreational facilities within the immediate vicinity of the project.” There is the neighborhood created Decatur Pathway Park and Poetry Post within a few yards of his project. This is a factual misstatement and the application should be deemed inaccurate and therefore inadmissible.

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Transportation

(b.). Mr. Merritt states that one of the nearest bus stops is “Sherman./4th avenue.” This is the stop next to the old St. Pete's hospital, which is in fact 1.5 miles away. The nearest stop is 9th and Fern. This is a factual misstatement and the application should be deemed inaccurate and therefore inadmissible.

I would like to submit the following statements from members of the Olympia City Council that pertain to our neighborhood.

STATEMENT BY CHERYL SELBY, CANDIDATE FOR MAYOR

It was a pleasure to doorbell your neighborhood for my City Council campaign two years ago and again this year during my campaign for Olympia mayor. Being on the ground, block by block, I've come to understand the importance of keeping Decatur St. SW and 16th Ave. closed to vehicular traffic.

After being elected to Olympia City Council position #4 in 2013, I was pleased to take part in the vote that successfully removed these streets from the comprehensive plan update! More recently, I attended the groundbreaking that recognized SWONA's partnership with the City of Olympia's neighborhood pathways grant program to continue improvements to the Decatur bike and pedestrian path. When completed, this will be the fifth park your neighborhood association has created since 2002. It's obvious that SWONA is very invested in creating community!

Two years ago, I received an e-mail from SWONA members Jack and Susan Havens which still reflects my position: *“We very much appreciate the charm, unpretentiousness and quietude of the whole southwest neighborhood. It's a neighborhood of character and contributes to the support of downtown. A prime asset of Olympia is its comfortable (sometimes funky) residential areas. As much as traffic engineers and urban planners may feel differently, the value of these neighborhoods must be preserved.”*

I believe your neighborhood deserves to remain a quiet residential area where people walk in the streets, children bike and walk to school, locals respect the stop signs and you can easily organize block parties to help build community. Thanks again for all you do to make Olympia a wonderful place to live, work and play,

STATEMENT BY JESSICA BATEMAN, CITY COUNCIL CANDIDATE, POSITION #2

After touring the Decatur and 16th street connections, reviewing the Comprehensive Plan and talking to residents I support keeping Decatur and 16th street connections closed to automobile traffic. I applaud the extensive neighborhood organizing efforts and civic participation to advocate for safe neighborhoods, urban parks and trails for community members to enjoy.

STATEMENT BY NATHANIEL JONES, CITY COUNCIL CANDIDATE, POSITION #3

Thanks for checking in with me about the situation at Decatur and 16th, and thanks again for organizing the candidate's forum at Garfield School in early June. I reviewed my statement on Decatur from four years ago. The good news is that things have changed since then. The Decatur to Canton connection has been removed from the December 2014 Comprehensive Plan. Appendix A and Appendix B no longer describe a future roadway connection at this location – that language is gone. SWONA has achieved another major accomplishment on behalf of south-west neighbors. I am interested in improving existing connections. We need improvements to lighting and to access for emergency vehicles. I encourage you to stay vigilant on the Decatur issue. The pressure to open the connection has weakened by the change to the Comp Plan, but it has not completely gone away. There are still those who want this roadway opened.

Having said that, I believe there are other significant issues for SWONA to be raising with candidates and with the City. SWONA has a history of involvement with land use and development decisions that affect the neighborhood. From Jack-in-the-Box and Harmen Verbrugge's various ideas for the Westside Center to 7-11 and the creation of the West Central Park, SWONA has been there to help organize and bring forward the neighborhood's interests. Today, the issue of Harrison Avenue's frontage improvements and walkability are significant local concerns. Traffic issues are getting worse at Harrison and Division and at Cooper Point and Black Lake. Pedestrian safety remains front and center. We need to move beyond wishful thinking and find effective ways to address neighborhood concerns. As I said four years ago, "I give significant deference to the local residents on issues which directly affect the quality of life for their neighborhood..." I would like SWONA to play a proactive role in creating the future it wants. Olympia has begun the process for real neighborhood input into land use and development decisions. Subarea planning is underway in the northeast and it can happen in the southwest as well. The neighborhood should not be in a position where it has to react to bad decisions and organize to fight against a development proposal that is going forward. Instead, SWONA could be designing the future for the southwest community. I find this exciting. I hope you do too.

STATEMENT BY CLARK GILMAN, CITY COUNCIL CANDIDATE POSITION #4

Thank you for the opportunity to respond to your concerns about a proposed residential development South of Wellington West between Fern and Decatur SW. I appreciated the opportunity to tour the site and learn more about your concerns. I am a Westside resident myself. I ride my bicycle through the path at the end of Decatur. I live on a street that is a "cut through" to avoid the light at Harrison and Division. I publicly supported keeping the Southwest Neighborhood separate from the auto mall at Decatur and Fern Street. So, I share your concerns. Neighborhood concerns about traffic, parking, and the safety of children walking should be key priorities in evaluating new land development. Olympia will continue to grow and evolve, and I'm not opposed to change. But, I will continue to fight for neighborhood interests to be taken seriously when land development is proposed.

STATEMENT BY LISA PARSHLEY, CITY COUNCIL CANDIDATE, POSITION # 5

I am firmly opposed to the Wellington Heights development proposal. While we do need to build for density to meet the growth we're predicted to absorb in the coming years, we absolutely must do it in a way that preserves the character and culture of our existing neighborhoods. This development doesn't do that. In fact, it foists density upon a neighborhood of primarily single-family-homes. It also brings with it a significant increase in vehicle traffic, that the current roadways cannot bear. In fact, the roads aren't equipped to handle even current levels of traffic through the neighborhoods and any addition to capacity would trigger a need for road improvements that would cost millions, and be a detriment to the character of the neighborhood. Density has got to be thoughtful and well planned, and this development just doesn't pass muster.

STATEMENT BY RENATA ROLLINS, CITY COUNCIL CANDIDATE, POSITION #6

The Southwest Olympia Neighborhood is special. It represents some of the most desirable, accessible homes in Olympia, particularly for working families, young homebuyers, and retired people/seniors. Therefore the proposed Wellington Heights development concerns me. We need more housing in Olympia. That being said, I've consulted the city's current Comprehensive Plan – which 2000 Olympians contributed to over 5 years – and this proposal doesn't seem to fit with that vision. Another car-dependent residential development; exacerbating traffic that is already challenging; the applicant's reliance on an outdated study – these are my concerns. But what most concerns me: Olympia has, in SWONA, neighbors who are organized and invested in creating the look, feel and character of their neighborhood. That is a gift! On Council, I want to engage neighborhoods in planning for anticipated growth, not just force the wishes of developers upon them.

I hope all of this is put on the record and that this application is rejected.

Paul & Cyndi Larsen
1525 Division St SW
Olympia, WA 98502

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Sunday, April 15, 2018 6:15 PM
To: Paula Smith
Cc: Cari Hornbein; Jeff Fant; Tim Smith
Subject: Storm water comment with photos: Wellington Heights

To: Paula Smith,

Chris Merritt works for Alex Vo on the land turn over project called Wellington Heights. He submitted this report to the City of Olympia, March 29, 2018, Drainage and Erosion Control Report.

Mr. Merritt states: "During multiple visits since 2005, Olympic Engineering staff has not witnessed any noticeable storm water discharging from the overflow/bypass into the on-site ditch and there are no indicators of storm water being conveyed through ditch."

This is the retention pond in Wellington West, April 15, 2018, around 10:30 am.



This is the "overflow/bypass into the on-site ditch" that is "Wellington Heights."



This is the on-site ditch on the other side of the over/flow by pass. About 20 feet south.
Contrary to the Olympic Engineering report, this ditch is full of storm water from Wellington West and the ditch flows the entire length of the proposed Wellington Heights site to the southern end just above the back of Chrysler/ Jeep dealership.



This is what happens on the southern end. This is a view from the 14 foot cliff at the southern end of the property. The water fills the ditch below that runs east/west behind Chrysler/Jeep and has, in the past, damaged the property. The water in that ditch today was from 5 to 8 inches deep. Remember, Alex Vo thinks people should live in homes right on this cliff with their backs to the auto mall, a truly untenable proposition.



The water in this ditch flows to the right (west) but gets stopped and backs up due to this broken manhole that dumps water onto the NW corner of the Chrysler/Jeep lot.

The Olympic Engineering report states, "Based on our understanding, this off-site storm water system is functioning adequately." P. 7. This statement shows their understanding is actually severely limited and their report should be rejected by the City.



Dan Leahy
1415 6th Avenue SW
Olympia, Washington 98502

Paula Smith

From: Audrey Pitchford <marinazaira@comcast.net>
Sent: Sunday, April 15, 2018 7:59 PM
To: Paula Smith
Subject: Opposing File #18-1315, Wellington Heights Project

Hi Ms. Smith, my name is Audrey Pitchford and my husband, Greg Valenti, and I own the home at 1530 Division St. SW. We oppose this project.

We believe the number of vehicular trips estimated in the environmental checklist to be underrated. In that checklist, 533 average daily trips were estimated. We believe that estimate fails to take into account past data the City of Olympia has from when Fern Street was connected into the back of the auto mall, and the likely impact of reopening Fern and Decatur streets to traffic coming from the Cooper Point/Black Lake/Auto Mall Drive roads.

We respectfully request that you please review the city's own data from before when the Fern Street connection to the auto mall was closed (in approximately 2001 or so). Prior to the closure, the city had done traffic studies. My recollection is that the city documented thousands of cars passing through the neighborhood daily, and that the closure of Fern was due, in part, to the fact that the traffic volume was higher than what the streets and neighborhoods had been designed for or anticipated. We believe any development of the neighborhood that contemplates opening Fern and Decatur must take past City research and data into account, in order to provide an accurate picture of the development planned.

We also oppose this development because of its impact to the natural barrier between the neighborhood and the auto mall area. We have seen deer and rabbits in this area, and heard coyotes, owls and other birds. The natural barrier helps maintain the quiet peacefulness of the neighborhood. The environmental checklist does not appear to investigate very thoroughly what species are in this area that may be affected -- for example, are the owls that we have heard spotted owls, which have been endangered? We believe this needs to be more thoroughly researched.

Finally, Ms. Smith, while we appreciate the neighborhood meeting that was scheduled for April 23, we note that this meeting is not in the neighborhood, but in your facility. While this may be convenient for you and other city planners, we respectfully request that you schedule a neighborhood meeting at a location convenient for our neighborhood, such as at a neighborhood school or church. This would allow greater accessibility and inclusion for the individuals affected by this proposal.

Thank you for considering our comments, sincerely, Audrey Pitchford and Greg Valenti

Paula Smith

From: Terrilyn Burke <tburke@linkageservices.com>
Sent: Monday, April 16, 2018 12:03 PM
To: Paula Smith
Subject: Letter Regarding Wellington Heights Project --- Concerns

Importance: High

Dear Ms. Smith,

I live in Olympia's Westside neighborhood, I am asking you and the city to give very careful consideration to the proposed Wellington Heights project which is seeking an application to build 56 residential units south of Wellington West between Fern and Decatur SW.

I am concerned that a project like this is neither feasible nor compatible with the residential character of our existing neighborhood. **The proposal would remove the last remaining natural barrier between existing homes and the auto mall's air and noise pollution. The City of Olympia has already ruled that such a barrier is required between commercial and residential sections of our neighborhood.**

In addition, the project would exacerbate the worst traffic congestion in our neighborhood at 9th and Fern, as well as disturb the residential character of our neighborhood by having traffic flow up Division Street to the "T" at 15th Avenue.

I am afraid the proposal would also create pressure to open up 16th and Fern, as well as the southern end of Decatur to automobile traffic. The neighborhood association I belong to, SWONA, is unalterably opposed to any such opening, as is the current leadership of the Olympia City Council.

The proposal also assumes that our urban neighborhood is compatible with suburban development as typified by Mr. Vo's car-dependent Horizon Pointe Subdivision, 7A and 7B. It is not.

I hope the City of Olympia will listen to the residents who live in the neighborhood and who's lives will be negatively affected by traffic and noise. Along with my neighbors, I will monitor the progress at each step.

Sincerely,

Terrilyn Burke
1424 12th Avenue SW
Olympia, WA 98502

Paula Smith

From: LAURA CANNON <lauracannon@comcast.net>
Sent: Monday, April 16, 2018 8:34 AM
To: Paula Smith
Subject: Wellington Heights Traffic Impact Analysis

Good Morning Paula,

This weekend I read the Wellington Heights Traffic Impact Analysis, I was hoping you could answers some questions.

1. How was the data collected? What is a manual traffic count? A person counting, the counting strips placed on roadways, or some other means?

"These manual traffic counts were performed at Decatur Street SW & 9th Avenue SW, Decatur Street SW & 14th Avenue SW, and Fern Street SW & 15th Avenue SW."

2. When in March was the data collected?

3. Why was the data for three of the intersections collected manually, and the data for two of the intersections provided by the City of Olympia?

"Data for the intersections of Black Lake Boulevard SW & 9th Avenue SW and Fern Street SW & 9th Avenue SW was provided by the City of Olympia."

4. Where did the data provided from the City of Olympia come from? How was it collected? And when was it collected?

Thank you,

Laura Cannon

Paula Smith

From: Janeen Harbert <janeenharbert44@gmail.com>
Sent: Monday, April 16, 2018 3:12 PM
To: Paula Smith
Subject: Another Vo project: "Wellington Heights"

My name is Janeen Harbert. I live at 726 Percival. I have lived here for 37 years. I am absolutely opposed to Vo's project to develop 9.4 acres into platted lots for further development. I want to be a party of record so that I will receive all information on this proposed project. I also want a SEPA copy sent to me immediately. At this time traffic is horrendous on Percival St. On various occasions I have almost been hit setting out my garbage and gardening in front of my house. My dog has almost been hit a number of times. Over the years traffic on Percival has exponentially increased. This is a neighborhood not a thoroughfare for traffic excess and racing cars. Let's keep the integrity of Olympia's established neighborhoods. Let's not sell out to those who want a quick profit at the expense of citizens and at the expense of overused infrastructure. I remember Vo's ill conceived project proposal of the past. I object to any proposal that is intended to rape the community for personal gain. I objected to his proposal then. I object again, now. I ask that the meeting scheduled for April 23, 2018 be located where it belongs, in our lovely neighbor hood.

Thank you,
Janeen Harbert, Ph. D.

Paula Smith

From: Billy Simmons <wsimmons83@gmail.com>
Sent: Monday, April 16, 2018 5:13 AM
To: Paula Smith
Subject: Opposed to Wellington Heights

Good Morning Ms. Smith,

My name is William Simmons and I own and reside at 1623 Fern St. SW. I am writing to ask to be a party of record to the Wellington Heights Development Proposal as well as to state my opposition to the project. In addition to creating unacceptable levels of traffic in my neighborhood, I do not feel that 56 small lots is the most responsible or beneficial use of the land directly to the south of my house. I am encouraged to see such an interest in Olympia as a desirable place to live and develop, but also believe that sustainable and thoughtful use of what little land we have have left is essential to maintaining the property values, safety, and natural beauty that make West Olympia such an enticing place. Lastly, will you please send me the Environmental Checklist of the State Environmental Policy Act?

Thank you very much for your time and I look forward to participating in this conversation.

Respectfully,

Billy Simmons

Paula Smith

From: clayton woods <clwoods2010@hotmail.com>
Sent: Monday, April 16, 2018 7:37 PM
To: Paula Smith
Cc: phil_cornell@yahoo.com
Subject: Wellington Heights

Greetings,

Kindly regard me as being opposed to the Wellington Heights project. You may consider me a party of record. I would appreciate it if you would send me a copy of the environmental checklist.

I believe that developing this area would adversely impact the quality of life of myself, my family, and my neighbors.

Thank you, C.

Paula Smith

From: nancy young <nyarnp@msn.com>
Sent: Monday, April 16, 2018 10:44 AM
To: Paula Smith
Subject: Wellington West Proposed Development

Good Morning Paula,

I live at 1616 12th Avenue SW on the Westside of Olympia, I write to you today to express my opposition to Mr. Alex Vo's request for permission for a "preliminary Plat" on 9.4 acres with connections into Wellington West. I would like to be a party of record in opposition to this proposed development. While I understand the concept of development and growth, our neighborhood provides an environment of calm and serenity which would be altered significantly by this overdevelopment of land. My grandchildren can now walk or rider their bikes to Decatur Woods Park, however the addition traffic would no doubt prohibit this activity with the influx of homes. We currently have a high quality of life in our neighborhood, however this could be eliminated by such an ill-advised project. I understand that there are many factual errors and unfounded assumptions on the Environmental Checklist of the State Environmental Police Act.

We value highly the environment in which we live and raise our children. It is not progress, but neglect to allow such projects that would adversely affect our current neighborhood environment. I urge you to decline Mr. Vo's request and allow us to continue with the quality of life we currently value. At some point, the City of Olympia should respect the values inherent in a neighborhood such as ours.

Thank you for your attention in this matter. Feel free to contact me with for any additional input. I will attend the meeting on Monday April 23rd - I wonder if this Neighborhood Meeting could actually be held in our neighborhood?

Nancy Young
360-951-5067

Paula Smith, Lead Planner

04/09/2018

Olympia community Planning, et, el

PO Box 1697

Olympia, WA 98507

RE: Wellington Heights Project

File # 18-1315



I am providing my response to the proposed building project of 56 residential homes in the above noted project.

I have no reason to object to the land use as laid out, but I do object to the very poor planning with regard to egress and ingress on the Fern, Division and Cushing Street(s). That is effectively only two streets Fern and Division. Your proposal would in effect add 120 cars to an already severely congested road system. You would be granting permanent blockage from Fern to Cooper Point road and parts South, you have already provided Blockage to Decatur South to Cooper Point Road with a phony park obstruction. That means that traffic can only flow north to Fern or Decatur to 9th for west or east movement.

There are a large number of existing apartments on Fern St which already provide severe road congestion with no lane markings. Decatur St is the only other way to pass into downtown area from the southwest side. So, in summary you are intentionally adding 120 cars to 9th street from West Olympia to for ingress or egress. As it stands now access to downtown from West Olympia can only be accessed via 4th and 5th street or Lakeside Drive via Cooper Point road. That understandably can't be changed. However, blockage via the Decatur street Park to satisfy SWONA and the Decatur Raider Childhood Bike gang makes zero environmental sense.

I am all for bike riding, however while it is more efficient environmentally than automobiles, the road blockages do not provide for common sense pollution relief in the current real world of traffic and environmental pollution.

It does quite the opposite.

An example of the waste that your proposal creates. My bank is less than 5000 feet from where I live and if Decatur was not blocked and there was access to Cooper Point Rd. I would be able to drive with far less pollution for our community. Currently the Blockage at south Decatur Park requires that I drive north to 15th and then take either Fern or Decatur to 9th street and then over to Black Lake Boulevard and south to Cooper Point road and then east to Evergreen Park Drive. A distance of approximately 15000 feet. That is 10000 feet that if multiplied by even 25% of the 120 equals 300000 feet of new pollution and waste of fuel.

Mine is one vehicle. If you add the 120 vehicles you are cramming on two streets of Fern and Decatur along with the other high-density traffic you are creating a MONSTER. More Pollution, waste of fuel, potential for automobile and pedestrian accidents and far more congestion on two already congested streets.

I ask you, what is wrong with that picture?

Does the developer and the city not have any responsibility here? Why not create a road from the new development to Decatur and, and eliminate that phony and little used park at the end of Decatur and provide a connection to Cooper Point Rd.? Second, create access from the new development from Division to Carriage Drive, the auto dealers should not get a free ride.

All on the developer's dime. I know they hate that after all it is less profit and the buyers bear the costs.

Those changes would provide a **huge** traffic relief to Fern, Decatur, 9th and ultimately 4th and 5th and the 4th street bridge.

It is my opinion, as a citizen of Olympia, that the city Planning Department should not rubber stamp a cheap way for a developer and the city to evade the growing and painful need to protect our environmental community and the people that live and use these valuable city resources. Providing less access and more traffic is not good for the community or the city without providing good access via the streets. Providing sway to the likes of SWONA and The Decatur Raiders will not meet the needs of West Olympia or any new residents. It kinda falls in the category that "they got their neighborhood and screw everyone else regardless of the environmental or social cost".



Thomas Barcelona

1612 Cushing St SW

Olympia, WA 98502

Paula Smith

From: Christine Ciacetta <c_ciacetta@hotmail.com>
Sent: Tuesday, April 17, 2018 10:53 PM
To: Paula Smith
Cc: Tim Smith; Jeff Fant
Subject: Re: City of Olympia- 17-4004 Wellington West - TIA Scoping

Dear Ms. Smith:

Please find below comments regarding Environmental Checklist submitted by Chris Merritt, Master File #18-1315, Project Name Wellington Heights.

There are a number of areas in the Environmental Checklist that are either confusing, inaccurate, or omitted. Overall, this proposal doesn't match the goals our City residents and elected officials are working towards. Some of these goals, broadly outlined include:

Environment

- Clean Water & Air
- A Daily Connection to Nature
- Preserved Quality Natural Areas
- A Toxin-Free Community
- A Waste-Free Culture

Neighborhoods

- Distinctive Places & Gathering Spaces
- Nearby Goods & Services
- Neighborhoods that are Engaged in Community Decision Making
- Safe and Welcoming Places to Live

Response to project:

A. Background

10 & 11 are inconsistent. Is the proposal for construction? There are no specifics about construction. It just looks like a proposal to subdivide the last natural buffer that exists between Capital Automall and the Southwest Neighborhood. This subdivision application is not supported by our community. Please ask for clarification and re-submission.

B. Environmental Elements

Earth:

1. f. There needs to be a detailed analysis of the erosion that will occur due to clearing the land and the water drainage issues that will occur when natural landscape is no longer present.

Air:

b&c. Since the automall is immediately adjacent to the proposed subdivision, there needs to be an analysis of the air pollution that comes from cars. This seems like common sense yet the response was, "none known?" What is the proposal to mitigate off-site sources of emission? None are explained. Please ask for details and resubmission.

Water:

1. Drainage flowing south from the proposed subdivision is a seasonal stream and acts as a wetlands. These are important areas to document and note that all water from our neighborhood eventually makes its way to the Puget Sound. (See drainage art that reminds people that water flows to the Sound.) Additional pollutants will undoubtedly exacerbate pollution. This isn't what City residents want as evidenced by our Comprehensive Plan goals. The proposal also doesn't even attempt to address these important issues, stating that there are 'No' discharges of waste materials to surface waters. Oil from cars, yard chemicals and the like are typical in the US. I bet there are good resources to give an estimate. Please ask for more research and re-submission.

Ground Water:

1. Again, there is no assessment of groundwater usage. These should be estimated based on project build out so the City can make an appropriate plan for service and any needed upgrades. A visit to the LOTT Wastewater Treatment Center might be a good place for the applicant to start. There they have some great exercises we have done with our children to find out how much water our household uses and find ways to reduce our consumption. Please ask the applicant to research and resubmit this question to include analysis of the impact of additional hook-ups to the City water system.

Water Runoff (including stormwater):

1. This is terribly incomplete and confusing. First, the applicant does not sufficiently answer where all the water will flow. Does the project mix off-site and on-site water in a very small parcel? What about the offsite drainage from the adjacent automall? Where will there be raingardens? I don't see any on the plan. Are these in some later idea for a housing project that is not part of the application? What kind of retention/infiltration facility are they proposing? There is a great deal of water that enters this area. Please ask them to visit during a storm event, evaluate and re-submit with more complete explanation. I don't think they know the realities of this property.
2. Waste materials always enter the ground and surface waters of developments. Please ask the applicant to research typical amounts for developments this size, update and re-submit their plan. Its not enough to say they will use Best Management Practices when they have not demonstrated diligence in this application.
3. This proposal does in fact alter the drainage patterns in the vicinity of the site. Broad surface flow is replaced by a drainage system concentrated to small parcels. Ask for details and re-submission here, rather than a simple, 'No'.

Plants:

A total of 0.52 acres is proposed for Soil and Vegetation Protection while 8.5 acres will be cleared. There is no discussion of using any area as a natural buffer as detailed in City Code (Ord. 7027 §28, 2016; Ord. 5517 §1, 1995) stating,

18.36.020 Purpose

The purpose of this chapter is to establish standards for landscaping and screening; to maintain or replace existing vegetation, provide physical and visual buffers between differing land uses, provide opportunities for stormwater management, lessen and improve environmental and aesthetic impacts of development and to enhance the overall appearance of the City.

Isn't the purpose of this code to assist neighborhoods with exactly this kind of situation where there are differing land uses that require additional considerations? Please ask the applicant to address the purpose of this code and make changes that reflect the fact that there are differing land uses adjacent to their proposed subdivision and re-submit.

In addition, there's likely blackberry and Scotch Broom (invasive species) on or near the site. Please ask the applicant to walk around the area to complete this question and re-submit.

Animals:

Please ask the applicant to research this area, update and re-submit. Our SWONA logo depicts an opossum, and there are native and gray squirrels in the area as well as rodents, newts, possibly salamanders, tree frogs, eagles, hawks, and more.

Energy and Natural Resources:

c. Energy conservation measures - this does not make sense. The project is a subdivision and should stick to answers that propose measures to reduce or control energy impacts regarding the project proposal. The project is not about housing as far as I can tell. Please ask for an appropriate response and re-submit.

Environmental Health:

'None known' or 'None' is not an appropriate or accurate answer for these sections. There are typical environmental health hazards associated with any housing development - and especially one that is car-dependent and situated in a seasonal wetland-type area that flows to Puget Sound. The implications are numerous. Please ask for a real assessment and re-submission with substance.

Noise:

The applicant is not addressing the fact that the subdivision is next to the automall. There is associated light, sound and air pollution in the area. Lights much brighter than housing or streetlights are present, loudspeakers, and the like need to be acknowledged and planned for with a mitigating area such as a buffer, detailed in 'Plants' above.

Light and Glare:

This section needs to refer to the impacts to residents in the proposed subdivision, not impacts to the automall. Again, this is addressed in City Code (Ord. 7027 §28, 2016; Ord. 5517 §1, 1995) Please ask for this section to be re-written and re-submitted. There is no substantive information currently included.

Recreation

Please ask the applicant to walk around the area to include our City grant-funded projects including the Decatur Pathway Park and Poetry Post in their application and re-submit.

Traffic:

The TIA Scoping assessment was that "Overall, Project traffic was found to have no significant impact on the surrounding road system."

I disagree.

This report is a car-centered study, not one that includes a transportation system: Bus, pedestrian system and biking all are accessible and feasible but there is no mention of these. The assessment is site specific and doesn't address traffic effects north of 9th avenue. With an average of 533 additional daily weekday trips in our neighborhood, there will be an impact. Please ask for the study to include area traffic effects, especially with Fern Street listed as the main entrance and exit to the site. Fern is already a very busy street up to 9th Avenue and the last block just before 9th does not have sidewalks.

Closing comments:

Our SWONA neighborhood is active and informed. We want to have input to the decisions that affect our daily lives and we want our City to be one that respects the boundaries of good personal and environmental health. These must be of greater importance than monetary gain of a few people involved in subdividing land.

I am not opposed to any development. I am opposed to this uninformed, unconsidered and poorly researched subdivision application that seeks to maximize money over the goals and desires of our City residents.

Respectfully,
Christine Ciancetta
1418 11th Ave SW

From: Paula Smith <psmith@ci.olympia.wa.us>
Sent: Thursday, March 22, 2018 2:21 PM
Cc: Tim Smith; Jeff Fant
Subject: City of Olympia- 17-4004 Wellington West - TIA Scoping

Dear Party of Record:

This email comes to you as a courtesy notice, to inform you that the scoping for the Traffic Impact Analysis was conducted. Notes regarding the scoping are attached.

Please note that no formal application has been received by the city for this proposal. When the application for preliminary plat is received by the city, the project site will get posted, a notice of application with information about the neighborhood meeting will be issued and all documents will be available to be reviewed by the public.

Attached are the details and staff emails and notes by Jeff Fant, Engineering Plans Examiner specifically about the traffic scoping that was conducted.

PLEASE NOTE THAT THIS NOTICE WAS SENT TO ALL PARTIES OF RECORD ON FILE FOR THIS PROPOSAL.

If you have any question, please contact me.

Sincerely,

Paula Smith

PAULA SMITH
Assistant Planner
City of Olympia
601 4th Avenue E Olympia WA 98501
360.753.8596 psmith@ci.olympia.wa.us

From: Jeff Fant
Sent: Wednesday, March 21, 2018 5:11 PM
To: Paula Smith <psmith@ci.olympia.wa.us>

Cc: Tim Smith <tsmith@ci.olympia.wa.us>

Subject: 17-4004 Wellington West - TIA Scoping

Paula,

The TIA scoping went well; attached is a pdf copy of my records - Heath & Associates scoping package, City TIA scoping worksheet, City TIA Guidelines.

Jeff Fant | Engineering Plans Examiner

City of Olympia Community Planning & Development

P.O. Box 1967 | 601 4th Avenue E | Olympia, WA 98507-1967

Office (360) 753-8315 | Cell (360) 239-6066

RECEIVED

APR 17 2018

City of Olympia
Executive Department

April 15, 2018

Mayor Cheryl Selby and Council Members
City of Olympia
PO Box 1967
Olympia, WA 98507

CC: COUNCIL
STEVE
JAY
KELLIE
KEITH
LEONARD
TIM SMITH
PAULA SMITH

Re: Wellington Heights application rejection

Dear Mayor Shelby and Olympia Council Members:

We urge you to reject the land use application submitted of by Alex Vo and Nick Leung for the Wellington Heights residential development in our southwest Olympia neighborhood.

We believe the additional residents living in the proposed development would put undue pressure on already overcrowded roads during peak travel hours. The parcel under consideration for development is one last green space in southwest Olympia. We urge you to make land use decisions consistent with our city's comprehensive plan values of increased urban green space, not paving over the little remaining greenspace between downtown and west side business districts.

The southwest Olympia neighborhood is uniquely positioned between two strong commercial zones: downtown and west side. Advancing the walkability and biking ability routes for our citizens is consistent with our city's values and vision in our Land Use and Urban Design portion of our comprehensive plan. The southwest neighborhood attracts families with young children and elders because it is a walkable neighborhood, and within walking and biking distance to downtown, Capitol Lake, and west side commercial businesses.

We urge you to protect the safety of our southwest neighborhood by voting to direct city staff to reject the Wellington Heights land use application.

Sincerely,

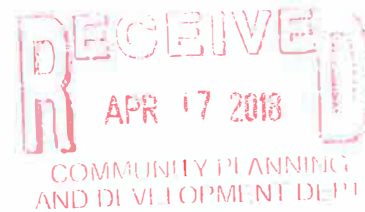


Linda Condon
1417 - 9th Ave. SW
Olympia WA 98502
360-481-4603
LMKCondon@gmail.com



Rick Hoonan
1417 - 9th Ave. SW
Olympia WA 98502
360-763-1031
RHoonan@gmail.com

2004 15th Ave SW
Olympia WA 98502
April 12, 2018



Paula Smith, Lead Planner
Olympia Planning & Development Dept
PO Box 1967
Olympia WA 98507

Dear Ms Smith,

As a homeowner and residence of Wellington Estates for 10 years, I am extremely against the Wellington Heights project for the following reasons:

1. By taking down the woods it will increase the noise for our whole neighborhood from the traffic and car dealers noise.
2. We need to maintain our Greenbelt for the protection of our Wildlife we have within our neighborhood including deer, raccoons, rabbits along with the usual squirrels in the number of great birds plus there is significant wetlands involved. If you allow this to be taken down, the wildlife will lose their habitat. I am not a wacko environmentalist however we do need to have some protection and maintain some of our green belts for the health of our people because they do produce oxygen.
3. Our streets in this area are inadequate enough without adding the huge increase in traffic from the extension of the three proposed streets.
4. This project housing will adversely affect the value, privacy and safety of the homes in Wellington Estates.
5. To allow ABS Investments to make a huge profit at current resident's expense is irresponsible of the city planners. These nine acres should be condemned as a designated wetlands and Wildlife Preserve.
6. I am sure ABS's accountants could justify a huge tax write-off for them and they can find more suburban land for their project.

I am sure I have probably overlooked other objections but I'm counting on my neighbors to be making their objections known.

Sincerely,

A handwritten signature in black ink that reads 'Abigail Cutler'. The signature is fluid and cursive, with a large loop at the end of the last name.

Paula Smith

From: Shannon Garland <smgarland@msn.com>
Sent: Tuesday, April 17, 2018 12:00 PM
To: Paula Smith
Subject: Comments on proposed plan for "Wellington Heights"

Importance: High

April 17, 2018

Paula Smith, Assistant Planner

City of Olympia

Dear Paula,

I am a resident in the Wellington West housing development and I am writing to express my opposition to the City of Olympia granting Mr. Alex Vo of ABS Investments LLC permission for a "preliminary plat" to create what would be named "Wellington Heights."

I am greatly concerned about the additional traffic that would be coming in and out on Fern Street SW and Division Street SW with no other outlet through to Decatur Street or into the Auto Mall. Right now on Fern Street SW and Division Street SW you can only park on one side of the street for they are narrow and can only really fit one car down the streets safely at a time so I believe it would create a clog there with many additional cars coming in and out on those streets.

As you probably know, there was a child hit by a car on Fern Street SW this past summer and I correlate directly to the increased traffic on Fern Street SW and if houses are built in "Wellington Heights" with no other access out of the neighborhood there will be situations like this and it will clog the major exit out of the neighborhood at Fern Street SW and Ninth Street even more. I have sat many times at the stop sign there for

several minutes due to the fact it is the only way out to Highway 101 from my neighborhood. Our neighborhood has greatly opposed the opening into the Auto Mall due to the increased traffic down Fern Street SW for people want to avoid the busiest intersection in Olympia, Lacey & Tumwater which is Black Lake Blvd and Cooper Point Road. Fern Street SW was not built to handle the additional traffic back then and still isn't capable to handle even more traffic today.

I do not believe, along with others in our neighborhood, that this proposed project is neither feasible nor compatible with the residential atmosphere of our existing neighborhood. The proposed "Wellington Heights" would remove the barrier between Wellington West and the Auto Mall in regards to air pollution and noise from their loud speakers and trucks bringing in cars and I find this unacceptable.

As the City of Olympia knows, Mr. Vo has a bad history with failed projects and being financial irresponsible in Olympia and the surrounding area so I shouldn't have to say this but feel I need to caution you with the risk of giving permission for him to continue with this project.

Please add me as a "party of record" regarding this project. I would like to also ask for the Environmental Checklist of the State Environmental Policy Act.

The City of Olympia staff must reject Mr. Vo's application!

Please confirm you received my comments - thank you.

Sincerely,

Shannon Garland

Paula Smith

From: cpdinfo
Sent: Tuesday, April 17, 2018 1:06 PM
To: Paula Smith
Subject: FW: Opposition to South Westside Wellington Heights Development Project--Put Me On Record, Please

From: Harrigan or Lewis <katstan@q.com>
Sent: Tuesday, April 17, 2018 1:05 PM
To: cpdinfo <cpdinfo@ci.olympia.wa.us>
Subject: Opposition to South Westside Wellington Heights Development Project--Put Me On Record, Please

South Westside Wellington Heights Development:

I want to be on record as opposing this large development near the terminus of Decatur St. on the grounds that it would create tremendous traffic pressures on the surrounding community and would obviously and eventually lead city planners to suggest that Decatur and or Fern St. be opened as connectors to the auto mall and other traffic coming off Highway 101. In fact, we have seen the opening of Decatur, once again, mentioned in a city document related to THIS development proposal as if it were an inevitable future event. Is this an assumption that planners are making regarding this proposed development? This is a reason to dismiss the proposal immediately.

Decatur SW and Fern St SW are now permanently closed to through traffic near this proposed development. A neighborhood park has been built by the community in conjunction with the city at the end of Decatur street. This park is the culmination of two decades of persistence on the part of the community. The fact that it exists involves innumerable meetings, repeated presentations, reviews, and decision making efforts on the part of community leaders and City Councils over the years—meetings about Westside traffic. Leaders have acknowledged that the residential environment of SW Westside would be severely adversely affected by cars streaming through the SW residential neighborhood from the automall and Highway 101. The proposed Wellington West development will obviously result in pressure to relieve traffic congestion caused by such a large development. I am not adverse to more in-scale residential construction in the area, only to a massive development that would clearly generate more traffic problems and would greatly change the residential environment of the entire surrounding community.

Please keep me informed of the outcome of any decision making regarding the proposed development.

Thank you,

Kathy Harrigan

Paula Smith

From: Steven Kant <StevenK@workingsystems.com>
Sent: Tuesday, April 17, 2018 9:28 AM
To: Paula Smith
Subject: FW: Land Use application for "Wellington Heights"

Please accept this letter as a public comment for the Wellington Heights project. Please add me as a person of record for this issue.

Steven Kant
Working Systems Inc.
101 N. Capitol Way Ste 302
Olympia WA 98501
(360) 943-7640 x103
Toll-Free: (866) 396-6767 x103
Fax: (360) 943-0596
<http://www.workingsystems.com>

From: Steven Kant
Sent: Thursday, March 29, 2018 6:47 PM
To: Cheryl Selby <cselby@ci.olympia.wa.us>; Nathaniel Jones <njones@ci.olympia.wa.us>; Clark Gilman <cgilman@ci.olympia.wa.us>; Jessica Bateman <jbateman@ci.olympia.wa.us>; Renata Rollins <rrollins@ci.olympia.wa.us>; lparshle@ci.olympia.wa.us; Jim Cooper <jcooper@ci.olympia.wa.us>
Subject: Land Use application for "Wellington Heights"

Dear Council Members:

I am writing to ask that you direct city employees to reject the land use application by Alex Vo and Nick Leung for "Wellington Heights".

I am a resident of the Southwest neighborhood and a business owner in Olympia.

This proposal is not in the interest of residents of Olympia and specifically the Southwest neighborhood:

- The development does not fit into the character of the neighborhood.
- The Vo companies have engaged in numerous unethical practices involving the "Isthmus" project and other developments. The companies have a history of suspicious bankruptcies and unpaid creditors.
- The addition of more residences will create more traffic in our neighborhood and will further degrade an already unpleasant situation.
- The proposal to link Decatur Street to the auto mall and highway 101 will only create a huge amount of additional traffic from cars cutting through small neighborhood streets instead of using existing arterials; this will increase overall traffic rather than decreasing it.

Why would you want to have a development like this? Is there any reason to create more traffic, allow more unethical construction and development practices, and waste money eliminating a recent city pathway project and replacing it with an expensive road?

The residents of our neighborhood also want you to know that our repeated efforts to be informed of this process have been mostly ignored by city staff; is this behavior acceptable to you? Over and over again, over many years, residents have unanimously demonstrated to the staff and council that no one wants to have our neighborhood be a shortcut for freeway traffic; why is this coming up again?

If the city accepts this project, you will be getting developer profits and city fees at the expense of the quality of our neighborhood. We challenge you to show us which choice is more important to you.

Sincerely,

Steven Kant

103 Thomas St NW
Olympia WA 98502
360-561-5372
stevenk@workingsystems.com

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Tuesday, April 17, 2018 2:37 PM
To: Keith Stahley; Tim Smith; Paula Smith; Cari Hornbein; Jeff Fant; David Smith
Cc: Cheryl Selby; Nathaniel Jones; Clark Gilman; Jessica Bateman; Renata Rollins; Jim Cooper; Lisa Parshley
Subject: Comment on SBC or ABS Land Turn Over Scheme: Wellington Heights

Paula Smith:

As the names of the LLCs, the “Applicants” and “Contacts” for the Wellington Heights land turn over scheme switch and multiple, I thought I'd provide the Decatur Raiders, SWONA, City Council and the CP&D staff with a guide to LLCs in which Alex Vo is listed at the Secretary of State's office as the “Governor.”

With regard to this project, the City has already seen SBS Investment Group which has now switched, with no notice to the parties of record, to ABS Investments LLC.

ABS Investments LLC might ring a bell with staff since they put in a great deal of time before ABS filed Chapter 11 bankruptcies. If the staff can't remember ABS, they might remember Capital Shores Investments LLC, which filed Chapter 11 bankruptcy March 17, 2011.

Keith Stahley, the Director of the City's Community Planning and Development, takes the position that “The City does not base its review on the financial viability of the project or applicant.” What a mistake.

Has Mr. Stahley ever done a financial review of how much wasted staff time has gone into working with these private clients who, in the end, filed for bankruptcy? Don't you think it's time.

Solely on Mr. Vo's past record, the City of Olympia should deny his application for a preliminary plat and stop wasting staff time on a fundamentally flawed project that is opposed by the neighborhood.

Dan Leahy

4/17/18

LLC NAME	UBI #	ADDRESS	GOVERNOR
ABS INVESTMENTS LLC	603627282	1500 79 th Ave SE Oly. 98501	Alex Vo
CASTLE WEST INVESTMENT LLC	602441046	1500 79 th Ave SE Oly. 98501	Alex Vo
DROGBA, LLC	603364311	3347 66 th Ave. SW Oly. 98512	Alex Vo
HOWLING FARM LLC	603569903	3347 66 th Ave. SW Oly. 98512	Alex Vo
IS DEVELOPMENT LLC	602068437	1500 79 th Ave. SE. Oly. 98501	Alex Vo
SBA INVESTMENT GROUP, LLC	602883501	3347 66 th Ave. SW Oly. 98512	Alex Vo
TRIWAY ENTERPRISES LLC	601880784	3347 66 th Ave. SW Oly. 98512	Alex Vo
VENTURA CROSSING LLC	604073535	3347 66 th Ave. SW Oly. 98512	Alex Vo
VO & COMPANY LLC	603569907	3347 66 th Ave. SW Oly. 98512	Alex Vo

April 17, 2018

Robert Lowe

President Wellington West Divisions 3&4 HOA

e-mail rob.oar@comcast.net

Paula Smith, Assistant Planner

e-mail psmith@ci.olympia.wa.us

I am submitting written comment on the Wellington Heights project for 56 residences at the south ends of Fern St SW and Division St SW. My comments concern the Olympia tree ordinance requirements and traffic impacts from the additional residences.

The 9.4 acre project identifies 0.526 acres of vegetation protection area. The Olympia municipal code requires 30 trees per acre, or special accommodations involving trees elsewhere. Meeting the 30 trees per acre requirement with the identified vegetation protection area would assume a tree density of 536 per acre, about one tree per 80 square feet. Trees would need to be less than 10 feet apart on average. This density does not appear to exist in the vegetation protection areas. I assume the developer will propose to pay into a tree bank or other alternative. This is not useful to the neighborhood in terms of having trees and the benefits they provide. I would like to see an evaluation of the tree density and if necessary an increase in the size of the vegetation protection area to meet the municipal code requirements for 30 trees per acre within the proposed project.

The majority of traffic enters and leaves the existing Wellington West development by way of Fern St SW from 9th Ave. The additional traffic from the proposed project will add to the noticeable congestion on Fern St from 15th to 9th. I would like to see that portion of Fern St. evaluated to determine if changes in on street parking or street design are indicated to reduce the impacts of increased traffic.

Robert Lowe

Cc: Urban Forester

Paula Smith

From: Charles McDonald <cm8419a@gmail.com>
Sent: Tuesday, April 17, 2018 7:41 PM
To: Paula Smith
Subject: Traffic in SW Olympia

Good evening,

First off, I am a huge supporter of in-fill in Olympia, it makes the most sense for our city going forward. With that said, year after year we have seen a huge increase in traffic going past our house. I was born and raised in Olympia, I have lived on the 500 block of Percival Street SW since 1996, before that, I was born on Foote St SW and lived there for five years. I have seen an increase in traffic year after year, mostly from people cutting through. I am afraid that if "Willington Heights" is approved there will be traffic to the point that it becomes dangerous. If this development does happen, I would encourage the city to put stop signs on every corner on Percival St SW (I am not sure why there are none at this point), speed bumps, and more traffic circles. As it is, people FLY past our house with no regard for the people, families, children, and pets that live in the neighborhood. Additionally, please do not open up the street to the Auto Mall. This neighborhood has seen a great transformation in the past few years with more families with young children moving in. I would hate to see dangerous amounts of traffic forcing people to move further and further out of the city to keep their families safe from people cutting through the neighborhood.

Sincerely,
Charles McDonald

Paula Smith

From: cpdinfo
Sent: Tuesday, April 17, 2018 9:29 AM
To: Paula Smith
Subject: FW: Attn: Paula Smith

From: Aristides Pappidas <1234ariariari@gmail.com>
Sent: Tuesday, April 17, 2018 9:14 AM
To: cpdinfo <cpdinfo@ci.olympia.wa.us>
Subject: Attn: Paula Smith

April 17, 2018

To: Paula Smith, Lead Planner, Olympia Community Planning & Development Department.
Re Wellington Heights Development ("WHD")

From: Aristides and Jane Pappidas, 1416 12th Avenue SW, Olympia 98502

Dear Ms Smith:

My wife and I moved from eastern Washington in July of 2017 and immediately began to search for a single family home in Olympia. After touring different sections of the city we chose the Southwest because it had many aspects of lifestyle that we found appealing: Lovely and varied well maintained houses and grounds. Newer plantings as well as older flora growth. Neighbors who were accessible. Cats, raccoons, deer, possum, squirrels were to be seen in the front of the homes as well as in backyards and sections of woodlands in the neighborhood. At the top of this list of things was observing traffic density/flow. There wasn't much of it and the street was a quiet one. Because the latter is so important to us, *we instructed our real estate agent that excessive traffic flow and density on a busy street would be a deal-breaker and she showed us no properties where this was a reality.*

In early August of '17 we bought the house we're living in, which is located on 12th Avenue, east of Decatur Ave.

Our concerns: As we understand the possibilities of WHD, 12th, 11th and 10th Avenues will almost certainly become a short cut for the cars of the new development heading to the 4th and 5th Ave. bridges. Our 21' wide street with no parking on the North side of it will have its character mangled by this transformation making living here unpalatable.

Additionally we believe that if this traffic change takes place it will negatively affect the property value of the homes on these blocks.

We'd like your department to acknowledge this potentially massive, negative change to our future daily lives and further ask what Planning & Development can do to eliminate or severely modify any plans on WHD that could be so damaging.

Yours truly,

SENT VIA E-MAIL (chornbei@ci.olympia.wa.us)

April 17, 2018

Cari Hornbein
Environmental Officer
City of Olympia

Subject: SEPA Environmental Checklist for Wellington Heights Development
(Project #18-1315)

Dear Ms. Hornbein,

As the newly elected President of the Southwest Olympia Neighborhood Association (SWONA), and a neighbor to this proposed development, I am compelled to respond to this SEPA. I personally have many concerns on the lack of detail and inaccuracies on the subject SEPA document. My primary concerns are on traffic and stormwater impacts from this development. Detailed concerns and comments are listed below in order to their sequence in the SEPA.

3. Water

c. Water runoff – Where is the analysis for increased stormwater impacts due to this development on the existing Wellington West retention pond? Currently, Wellington West Divisions 1-4 maintain the area around the pond. There is no mention of how this new development will assist in this maintenance. Adjacent auto dealerships already report storm water problems from improper drainage to their properties that would only deteriorate under this proposal.

5. Animals –

a. Add rabbits. Lots of rabbits.
c. I don't think an answer of 'unknown' is adequate. Just casual observation from my bird feeder and the adjacent green belt shows quite a seasonal change in population and complement of many different birds.
d. This green belt is not protected now, so how will City ensure it is protected in the future? The City just needs to take a walk along its length to note homeowners' abuse of this belt (Clearing to dig out extra parking, putting small outbuildings, dumping yard waste, etc.). This begs a wider conversation with the City about how green belt designations can be enforced.

7. Environmental Health

a. 'None known' is not an adequate answer. What about added air particulate pollution from construction activities (including drift to adjacent auto dealerships on their inventory)? What about impacts to the local

environment from clearing the last remaining large stand of trees in this neighborhood?

14. Transportation

- a. We already have many traffic problems near 9th and Fern due to existing traffic. SWONA has been active for over a decade in improving this intersection for pedestrian safety, including development of a pocket park and path to the 47 bus stop here. When cars are parked on both sides of roads (particularly when oversized vehicles are parked) there is not enough road width for free passage of two-lane traffic. Where can we access the 'traffic analysis'? Opening up auto mall access to 16th and Fern would just exacerbate the problem by allowing additional traffic into the neighborhood.
- b. This section casts serious doubt on the quality of the rest of the SEPA document. The nearest transit stops are on 9th and Fern (the 47 bus) and Cooper Point Road (42 and 44 bus). Even the Westfield Mall transit center (44, 45, 47, 48 buses) is a closer walk to the proposed development than the locations the SEPA lists at Sherman/4th and the Black Lake stop by 24 Hour Fitness. Has this consultant even visited the neighborhood?

Hopefully, these concerns will be addressed on the neighborhood meeting on the 23rd.

Sincerely,

Mark Toy
1527 Fern Street SW
Olympia, WA 98502

Cc: Paula Smith, Assistant Planner (psmith@ci.olympia.wa.us)
Tim Smith, Principal Planner (tsmith@ci.olympia.wa.us)

Paula Smith

From: Ann M. Vandeman <amvandeman@gmail.com>
Sent: Tuesday, April 17, 2018 7:00 AM
To: Paula Smith
Subject: Comment on Wellington Heights proposal

Hi Paula,

Below is my comment on the Wellington Heights proposal:

This project should be rejected for several reasons.

The runoff created from the development will empty into the Auto Mall. Runoff from that site goes into Percival Creek, which ends up in the Deschutes River and the sound, and is already inadequately handled. When I built an addition on my house I was required by the city to install a drainage system to handle 100 percent of the runoff from my city lot. There is no way this development as proposed can meet the same requirement. If they can't, it should not be built.

This development will completely eliminate the green buffer between existing residential and commercial areas on its borders. Houses on the southern end would have the auto mall in their back yard. That proximity, and the resulting noise, light and disruption is unacceptable.

There is no consideration given in the proposal to transit. Adding this many residents should not be permitted without IT being brought into the development, at least as far as 14th and Division. Fern St is already inadequate to handle current foot and cycle traffic, with only partial sidewalks and no sidewalk reaching the nearest bus stop at 9th and Fern. More traffic will make it less safe for walkers and bikers, including many children getting on and off school buses on Fern and Decatur. Traffic is already moving too fast, particularly on Fern (easily observed during commute hours any day of the week), where many children live in several large apartment complexes.

The only way out of this area is either on Decatur or on Fern. Neither street is adequate to handle 50 plus new households worth of cars. The proposal puts pressure on a future opening of Decatur and Fern in the south, both of which the neighborhood has strongly opposed. And the city finally listened to the neighborhood and removed these openings from the Comprehensive Plan. It needs to stay that way to maintain this quiet and safe area. The proposal cannot be accommodated given this street layout.

This property should not be developed for dense residential use. The city's past decisions boxed this area in, and this proposal only compounds the negative impacts of those past decisions. Just because someone presents a proposal for development doesn't make it a good idea or a benefit to this neighborhood or the city as a whole.

Any proposal from this particular group (Alex Vo and Tri Vo of the collapsed Triway Enterprises), with a history of grand, failed projects and financial irresponsibility leaving a trail of unpaid creditors through numerous bankruptcies, should be approached only with an extreme degree of skepticism. Failed projects do not benefit the community or the city. Risk of another failure here should be given considerable weight in any decision. The party's ability to complete the project and meet all development requirements cannot be counted on.

For all these reasons I strongly oppose the Wellington Heights proposal.

Please provide me with a copy of the decision regarding this project.

Thank you,
Ann

--

Ann M. Vandeman
1609 6th Ave SW
Olympia, WA 98502
360-754-1928
360-402-3748
amvandeman@gmail.com

Paula Smith at 'psmith@ci.olympia.wa.us'
Assistant Planner- Transportation Department
City of Olympia

RE: Wellington Heights Subdivision Proposal @ 2000 BLK 18th Ave SW

The purpose of this letter is to make a request and share our observations and concerns related to the above subdivision proposal by ABS Investments during the first comment period, ending April 18, 2018. We also want to be listed as a 'Party of Record' for this proposal.

Request:

The City has announced a 'Neighborhood Meeting' on April 23 at 6:30 PM in City Council Chambers. In our view this is not a legitimate 'Neighborhood Meeting', since it is not going to be held in the actual neighborhood potentially affected by this proposal. This meeting should not be held downtown. It is inconvenient and challenging for many who would otherwise attend a more locally sited meeting.

The meeting could be held in a local facility that can handle anticipated participant numbers, such as in one of our neighborhood's churches, Gloria Dei comes to mind or the Evergreen Christian Center. The gymnasium at Garfield Elementary, even though not in the Southwest Neighborhood, was used during many traffic calming device proposal installation meetings. Its within walking distance for many of us, and for those that must drive, it's much easier for parking needs than anywhere near City Hall.

In the past when we worked with City Council members on improving 9th Ave SW, and with City staff on developing Decatur Woods Park, they both readily came to the neighborhood to meet with us. We trust you will see the benefit of this kind of 'good public relations' and do the same with regard to this proposal so you can best address the observations and concerns noted in this letter, as well as those of other Southwest Olympia neighborhood residents.

Observations and Concerns:

After reviewing the March 2018 Traffic Impact Analysis (TIA) on the City of Olympia's website, we note:

- Sections '3.2 Roadway Improvements' and '4.2 Distribution & Assignment' are confusing with respect to 'connecting Fern Ave via extension to Decatur Ave'. These streets are parallel. The text merely says 'Fern will be extended to Decatur'. Did the report mean to say or imply this will be done via building 18th Ave SW between these two north/south streets? Additionally, Figure 2 'Preliminary Plat of Wellington Heights' fails to show that any connection from 18th to Decatur is mapped or intended as part of this development, since the plat ends at Cushing St. SW. This seems to be a significant oversight in describing this proposal to local residents.
- If 'Yes' (that 18th will connect Fern east to Decatur), please explain why all the traffic analyses and maps omit showing or describing the traffic volume that will leave the project site from 18th at Decatur. At this point traffic can only go northbound (or come into the development via Decatur southbound), since there is not currently and likely won't be one in near future - a Decatur connection to the south at Caton Way. We contend this omission has the potential to undercount or misrepresent the traffic estimates at 14th and Decatur and at 9th and Decatur. The reasoning here is that the TIA is based on an assumption the majority of traffic from this site will funnel out of Fern St. and go west on 9th. We think this is an erroneous assumption, especially given the omission in the document about modeled traffic volumes with regard to 18th/Decatur.

In our view, you have no way of reasonably predicting that a greater percentage of future residents will be compelled to go through the intersection at 9th and Fern as opposed to Decatur and 9th. We think it's reasonable to expect there will be more than predicted traffic at 9th and Decatur, some of which may be avoiding long waits

at Fern going onto 9th. This is regardless of whether they will travel west on Decatur to Black Lake Blvd or travel east to Percival or other surface streets to get to 5th or 4th Streets SW or to Harrison Ave. We have reason and observations to support that not all traffic will go to Black Lake/9th Ave intersection, to then go to points west or south. Instead, it's reasonable to assume some traffic will go north across 9th and east from Decatur to cut through the general SW Olympia Neighborhood for other north and eastbound destinations. What are the City's and the developers plans to address this apparent TIA oversight, and what are valid ways to mitigate?

- We also think the TIA is short-sighted at best and erroneous at worst, since it only looks at future (2020) impacts as if the whole subdivision is fully built, occupied and life is relatively at a normal state. Absent from the TIA is any discussion of the significant amounts of construction related traffic which will include heavy trucks for cement products, lumber and other build-out and landscaping materials. It also ignores what is commonly seen around here during and after big-level project construction of continuous day traffic that will be generated by the many types of skilled laborers going to and coming from the site, not just during primary build-out, but typically for years afterward since people continuously make 'adjustments and improvements' even to new homes and yards. We are not 'anti-jobs' nor 'anti-residential development' provided the latter fits neighborhood scale. As described, it seems this project as proposed does not 'fit' absent more detailed mitigation for what happens during and after construction.

Please know we support current 'to neighborhood-scale', in-fill development projects to preserve Thurston County agricultural and lower density, rural land use bases. However, at the same time, we reasonably anticipate a lot more construction traffic on Fern and Decatur in specific and on other streets in the general SWONA area that you have not accounted for in the TIA. Our street, 11th Ave SW, is now frequently used as a cut-through street for residential and service truck traffic. It is narrow and not well-designed for anything other than normal residential and home services traffic. This proposal as described does nothing to allay our concerns for increased cut-through traffic on our street as well as others in the general Southwest Olympia area.

- Also absent in the TIA seems to be any consideration as to what heavy construction traffic will do to local residential and collector street conditions and infrastructure. For example, significant stretches of the pavement on 9th are beginning to fail. What are the City's or the developer's plans to protect or upgrade 9th, before, during or after this project?

Decatur south of 11th Ave SW is also in poor condition at both street and storm water conveyance levels. We credit the TIA for acknowledging a need to widen Decatur, but it's hard to tell just what that really means; widening for vehicle traffic only? Or does it mean a significant rebuild for multi-modal vehicle, bike and pedestrian transportation needs, plus storm water conveyance and treatment – to match the portion of Decatur from 11th to 9th? Clearly, any helpful discussion of how Decatur will be improved is missing from the TIA. Is this topic fully and adequately addressed in the Environmental Impact Statement documents?

The TIA in Section 3.2 says '*Impacts of this connection (implied 'Decatur') will be discussed in section 4.2, Trip Distribution of the report*'. However, when reading to Section 4.2 there is NO MENTION whatsoever about what is going to happen at Decatur/18th, especially since other parts of the TIA, as noted above, are also vague about this connection. This is all hard to visualize, since currently, '18th at Decatur' abuts a city endorsed walking path.

To the point, if/when 'Decatur is widened as part of this project' what exactly does that mean? Will there be a sidewalk on the one or both sides of Decatur south of 14th all the way to 18th? Will there be adequate, code compliant bike lanes on both sides of Decatur all the way from 11th to 18th? Will more traffic calming devices be installed south of 14th? Will the ones at 14th and north be maintained better, especially since some drivers going northbound on Decatur currently 'cheat' the traffic bumps by driving with one tire on the graveled shoulder to the east (right) of the roadway?

- Possible ways to mitigate some or all of the above concerns are to require the entire development to install access via Carriage St. during, and potentially after, the majority of construction. In fact, when I (Bill) was the SW Olympia Neighborhood Association President in the early to mid-1990's, Bill was told SPECIFICALLY by then City

of Olympia Transportation Department staff, that the bulb-outs currently on the south ends of Division St. and Fern St. were only temporary and that they WOULD EVENTUALLY need to be connected to Carriage St SW as the property in question was developed in future years.

Now, this seems like an impossibility, since the City of Olympia has let Auto Mall property owners either usurp or fully vacate what were once rights-of-way for such connections to the south. While such connections may not be desirable from the viewpoint of an contingent of vocal neighbors vehemently opposed to neighborhood residential connections to Carriage St., we think they should be considered BUT ONLY with installment of a significant new network of traffic calming devices throughout the proposed subdivision and on existing neighborhood surface streets such as Fern St., 15th and 14th Aves SW as well as on Decatur St. and residential through streets to the east of Decatur (e.g. 10th, 11th and 12th).

Please note: It was under Bill's leadership as Southwest Olympia Neighborhood Association President in the 90's that the traffic calming devices on Decatur and the several other collector and residential streets in the SW Olympia area were first proposed and then installed. At that time, our proposal was predicated on an accepted understanding that more development would be occurring south of 15th and Wellington West, and, that possibly, Decatur at Caton Way would be connected according to the then in-effect Comprehensive Plan. This is primarily to note that we have never thought that 'development on the south end of Decatur and/or south of Wellington West would not occur'. Instead, we wanted to be prepared for it by way of traffic calming devices.

- Figure 3 is confusing or wrong. It implies a two -way stop sign at Fern-9th. There is presently only one stop sign on Fern St. for northbound drivers to turn left or right on 9th. There is no stop sign for 9th Ave east or westbound traffic at Fern. We don't want to see one there, either. It's possible that more traffic will back up east and west bound on 9th and cause problems at 9th/Black Lake. This already happens when drivers are using this intersection at peak times, which gets even more complicated when drivers are allowed to turn left onto 9th out of the USBank parking lot, and for traffic stopped for city and school bus traffic at Fern/9th. Can you please clarify what the TIA intends to show or document for traffic and stop signs and resultant predicted volumes at Fern/9th?
- At '5. SUMMARY & MITIGATION' there is the following text:

'The Wellington Heights project is a residential development that proposes to construct 56 single family houses. The site is located at the southern end of Fern Street SW in the City of Olympia. Access to the site will be provided by a new internal roadway, 18th Avenue SW that will provide connection to Fern Street SW, Division Street SW, and Cushing Street SW.'

Per prior comments, it appears this excerpt is internally conflicted with other parts of the TIA that speaks to the proposal's connection to Decatur. Thus, it should be amended to read:

'The Wellington Heights project is a residential development that proposes to construct 56 single family houses. The site is located at the southern end of Fern Street SW in the City of Olympia. Access to the site will be provided by a new internal roadway, 18th Avenue SW that will provide connection to Fern Street SW, Division Street SW, ~~and~~ Cushing Street SW, and Decatur St SW.

This will then make the TIA internally consistent from start to finish, and, it may hopefully shine a true light on what else needs to be done by the developer or the City of Olympia to mitigate for such a connection's anticipated traffic impacts to the rest of the SW Olympia areas south, as well as north, of 9th Ave SW.

If you have any questions about our letter you can contact either one of us at 360-357-8728, or use Bill's cell at 360-704-9089.

Sincerely,

Patricia Olson and Bill Zachmann, 1429 11th Ave SW, Olympia, WA 98502

Paula Smith

From: Eliza Ghitis <ebghitis@yahoo.com>
Sent: Wednesday, April 18, 2018 5:21 PM
To: Paula Smith
Subject: Wellington Heights, File No. 18-1315

Dear Ms. Smith:

I am writing to request more information about the proposed project known as Wellington Heights, File Number 18-1315, located at the 2000 block of 18TH Avenue SW. As a resident of the neighborhood I am concerned about the negative effects the project would have on our neighborhood. Could you please send me the SEPA Environmental Checklist and Traffic Impact Analysis for the project? I notice project documents are not yet available online.

Thank you,

Eliza Ghitis
721 Decatur St SW
Olympia, WA 98502

Paula Smith

From: Chuck <chuckgj@comcast.net>
Sent: Wednesday, April 18, 2018 10:09 AM
To: Paula Smith
Subject: Wellington Heights Project

To: Paula Smith
Assistant Planner

Hi:

I am opposed to any zoning changes that could increase traffic on Percival St.

I would like to a party of record for the proposed Wellington Heights project.

Thank you

Chuck Gusak

510 Percival St SW
Olympia, WA 98502
360 357 6217

Paula Smith

From: Ton Johnson <bierworks@gmail.com>
Sent: Wednesday, April 18, 2018 3:18 PM
To: Paula Smith
Subject: Opposed to Wellington Heights project

Hello, my name is Ton Johnson and I own a home of Fern Street. I am opposed to the Wellington Heights project and would like to be party of record. My contact information is below.

Thank you,

Ton Johnson
1531 Fern St Sw
Olympia, Wa 98502

360-480-1699

Sent from my iPhone



4-17-18

Dear Ms. Smith,

My daughter and I moved into Wellington West 18 years ago. We were delighted with our brand new home and friendly neighbors. I even joined the board (HOA) to help develop a neighborhood that would serve us all well.

The downside was noticed almost immediately: TRAFFIC. At that time 16th s.w. was open to the Automall. The city tested and it was found we had up to 3,000 cars a day speeding (literally) through our streets. Thankfully, 16th s.w. was closed.

Houses built on Division s.w. and Fern. s.w. (16th →) were small and close together. Many became rentals or "often sold" homes. Many of the yards became neglected and street parking was a problem (I often have had Division folks parking their cars in front of my house on Cushing).

Now you are wanting to allow 50 additional homes to be squished between our streets and the automall. 50 more cars parking or driving through our narrow streets. School buses and emergency vehicles will also add to the problems as they try to get through.

While I'm aware we need housing for the middle class, this plan is just too much for the size of land/streets available. Please reconsider.

Diane Mauerman
1507 Cushing St. S.W.
Oly 98502

Paula Smith

From: Kathy&Tom Brignole <kbrignole@yahoo.com>
Sent: Friday, April 20, 2018 8:05 AM
To: Paula Smith
Subject: Wellington Heights proposal - Comments on Environmental Checklist and other comments

Ms. Smith:

I am submitting the following comments regarding the proposed Wellington Heights project. Please accept my apologies for missing the April 18 deadline, but a family emergency required travel out of town.

1. Our main concern is with the increase of traffic generated by 56 additional housing units in the area. Referring specifically to the Environmental Checklist submitted by Mr. Chris Merritt on 30 March 2018 (Mater File # 18-1315), item A.11. under Background mentions "associated roadway, private & public utility, and storm drainage improvements". The scope of these "improvements" should not be limited to the parcels under development, but cover all the areas in the Southwest Olympia (SWONA) and Wellington West neighborhoods which will also be affected by the increased traffic - 533 average daily trips by the developer's own estimation. Improvements to the transportation infrastructure on Fern St., Decatur St., 9th Ave., and other streets in those neighborhoods will be required to allow safe traffic flow, pedestrian and bicycle access, and entrance and exit to existing residences. The developer, not the taxpayers, must be required to cover the costs of these improvements. Specific improvements need to be determined prior to approval of the proposal.
2. Bus stops are mentioned in the Environmental Checklist. The nearest stops are a minimum of 1/2 mile (north) and 1/3 mile (south) distant from Wellington Heights. It is unlikely that bus transportation would be used in place of automobiles by the residents of this area.
3. A previous letter by Mr. Dan Leahy covering storm water collection and runoff raises serious concerns that are not adequately addressed in the Item B.3.a. of the Environmental Checklist. The developers response to these concerns clearly does not reflect the reality of the situation.
4. Item B.3.c. of the Environmental Checklist inadequately describes water runoff mitigation measures. The statement "This plan will outline the Best Management Practices to help reduce the potential for common residential waste materials to enter ground water" is not sufficient. The requirements to handle runoff should be determined by an independent 3rd party, and these must be incorporated into the plan as a condition of approval.

Thank you for this opportunity to comment.

Tom Brignole
623 Decatur St SW
Olympia, WA 98502

kbrignole@yahoo.com

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Sunday, April 22, 2018 6:15 PM
To: Cheryl Selby; Nathaniel Jones; Jessica Bateman; Clark Gilman; Renata Rollins; Lisa Parshley; Jim Cooper
Cc: Paula Smith; Tim Smith; Keith Stahley; Cari Hornbein; Jeff Fant; David Smith
Subject: SW Neighbors Met to Oppose Wellington Heights

The City Staff refused to hold their "neighborhood meeting" in our neighborhood so we held our own this Sunday from 2:00 pm to 3:00 pm at the Southern end of División Street SW.

We are opposed to Alex Vo's land turn over scheme and want the City to reject his application for a preliminary plat. The site is wrong. The immediate and future damage to our neighborhood too great. SWONA is opposed. The Decatur Raiders are opposed.





Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Wednesday, April 25, 2018 6:59 PM
To: Jeff Fant
Cc: Paula Smith; Tim Smith; Cheryl Selby
Subject: Proposed "18th Avenue" Connection to Decatur SW
Attachments: City-Wellington Overlay Map.pdf

Dear Jeff, Paula and Tim,

The City Council removed the Decatur connection and the 16th and Fern connection from the Comprehensive Plan.

As Mayor Selby wrote to us: After being elected to Olympia City Council position #4 in 2013, I was pleased to take part in the vote that successfully removed these streets from the comprehensive plan update!"

In order for this project map to indicate a "future connection to Decatur street SW" as your overlay map indicates, the City Council would have to amend the Comprehensive Plan.

If you have not gained the permission of the City Council for this change to the Comprehensive Plan, I do not think you or Mr. Vo can legitimately show a "future connection to Decatur" from the proposed 18th Avenue.

I'd appreciate your comment on this.

Dan

On Wednesday, April 25, 2018, 6:35:31 PM PDT, Jeff Fant <jfant@ci.olympia.wa.us> wrote:

Mr. Leahy,

Please see attached map and plat - To help explain my answer to your question below, I overlaid the Wellington Heights map on the City map; and highlighted the Johnson properties in red.

A straight extension of 18th Avenue east to Decatur Street would cross parcel numbers: 59000100100, 59000800100, 5900100800; or, Lots 6-10, Block 1, and Lots 1-5, Block 8 of Lemon Addition.

Best regards,

Jeff Fant | Engineering Plans Examiner

City of Olympia Community Planning & Development

P.O. Box 1967 | 601 4th Avenue E | Olympia, WA 98507-1967

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Wednesday, April 25, 2018 9:41 AM
To: Jeff Fant <jfant@ci.olympia.wa.us>
Subject: Proposed "18th Avenue" Connection to Decatur SW

Hi Jeff,

Can you please look at your engineering plans and tell us where (exactly which parcels) the "future road connection" east out of the proposed Wellington Heights' 18th Avenue reaches Decatur SW.

All the parcels on the eastside of the proposed project are currently owned by Mrs. Johnson.

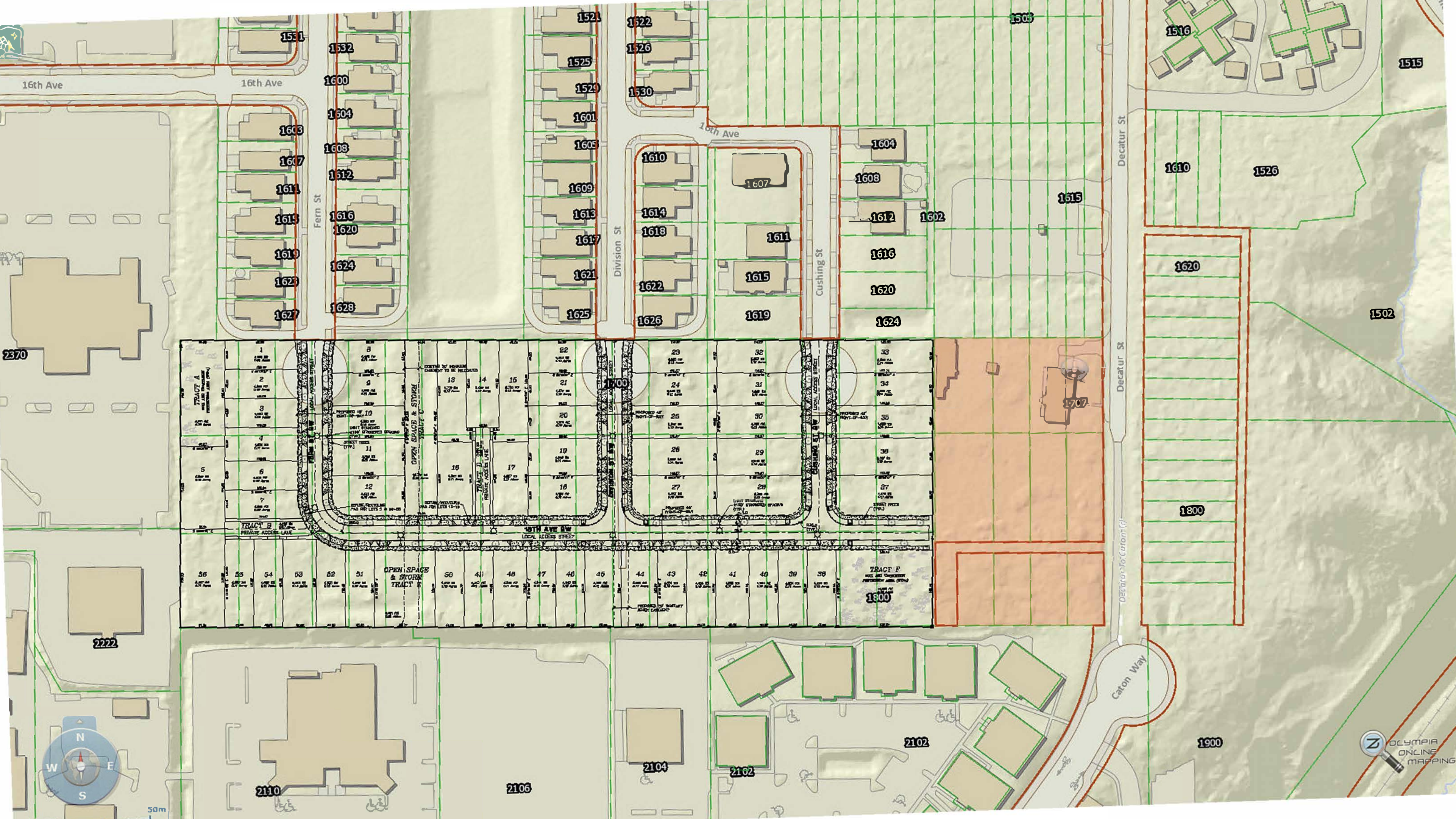
Here are the parcel numbers: 59000100500; 59000100100; 59000800100; 5900100800; 59000100100.

Thank you.

Dan Leahy

cc: Parties of Record

SWONA
Decatur Raiders



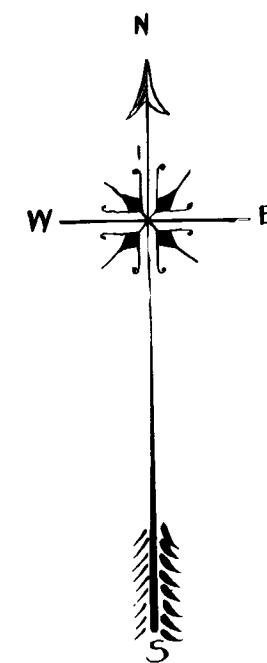
Scale

100 feet = 1 inch

PLAN OF Lemon Addition

TO THE CITY OF OLYMPIA

Thurston Co., Wash.



Dedication

Know all men by these presents that we Millard Lemow and Bella C. Lemow husband and wife of Olympia owners in fee simple of Lot 6, Sec 22 in Tp 18 N R. 2 W Willamette Meridian, in Thurston County Washington, have caused said Lot 6 to be surveyed and platted into Four Block Lots streets and alleys as shown upon the accompanying plat and it shall be hereafter known as Lemon Addition to the City of Olympia and we do hereby donate and dedicate to the public for the public use forever all the streets and alleys as shown upon the accompanying plat so far as they stand upon the land owned by us. The width of streets and alleys and size of lots are as shown upon the plat.

In Witness Whereof we do hereunto set our hands and seals this 24th day of May 1890.

Witnesses
J. F. Murphy Seal
Ed W. Bennett Seal
Millard Lemow Seal
Bella C. Lemow by her atty in fact Millard Lemow Seal

Surveyors Certificate

I hereby certify that I have surveyed the piece of ground to be hereafter known as Lemon Addition to the City of Olympia and that the distances as marked upon the accompanying plat are correct to the best of my knowledge and ability.

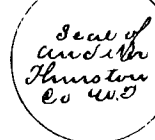
Millard Lemow
Surveyor

Dedication Sufficient

Chas. N. Ayer
City Attorney.

Approved
Roth F. Whitman
City Surveyor

This plat of Lemon Addition to the City of Olympia Thurston Co. Wash. was filed for record in the Auditors Office of Thurston County State of Washington by Millard Lemow this 26th day of May A.D. 1890 at 10 50 O'clock A.M. and is recorded at page 7 of Volume 5 of Plats of said County and State.



John P. Lueder
Auditor Thurston Co. Wash.
By Charles D. Bayfield
Deputy Auditor

I hereby certify that this plat was approved by the City Council of the City of Olympia, on this day of 1890.

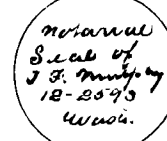
City Clerk



Acknowledgment

State of Washington }
County of Thurston }

On this 24th day of May A.D. 1890 before me a notary Public in and for said County and State appeared Millard Lemow husband and Bella C. Lemow, wife of said Millard Lemow by her Attorney in fact Millard Lemow and the said Millard Lemow acknowledged that the accompanying plat was made as his free and voluntary act, and the said Millard Lemow as Attorney in fact as aforesaid acknowledged the same to be the free and voluntary act of the said Bella C. Lemow by him as her Attorney. Witness my hand and seal the day and year first above written.



J. F. Murphy
Notary Public for State of Washington
Residence Olympia Washington

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Thursday, April 26, 2018 4:38 PM
To: Jeff Fant
Cc: Paula Smith; Cheryl Selby; Randy Wesselman; David Smith; Tim Smith; Clark Gilman; Renata Rollins; Lisa Parshley; Nathaniel Jones; Jessica Bateman
Subject: Violation of the Comprehensive Plan: Comment on Wellington Heights,

Jeff

Your most recent map is actually accurate.

It show an 18th Avenue automobile road connecting to Decatur SW by crossing Mrs. Johnson's yard south of her homesite and entering Decatur SW in the middle of the Decatur Bike Pedestrian Pathway and Poetry Post.

This is a clear violation of the Comprehensive Plan. The City Council removed the 273 foot automobile Decatur connection from the Comprehensive Plan. In its place, with City funds and volunteer neighborhood labor, we created the Decatur Bike/Pedestrian Pathway and Poetry Post.



The proposal by Mr Vo, apparently supported by Dave Smith and other City staff, to make the Decatur pathway into an automobile connection clearly violates the voted City Council policy and the Comprehensive Plan.

Cutting across Mrs. Johnson's lawn, or as you state, "the development of the Johnson property" is not something she has agreed to, nor does the City have an easement or right of way to cross Mrs. Johnson's property. Have you talked to her about your plans to "develop" her five parcels of privately owned land?

You mention that it is your duty to work with the "development community." I know this is a longer conversation, but do you have any duty to work with the "residential community" which has expressed solid opposition to Mr. Vo's plans?

Thanks again for the most recent map. It accurately reflects what those of us who live knew already.

Sincerely,

Dan

Sent from my iPad

On Apr 26, 2018, at 2:46 PM, Jeff Fant <jfant@ci.olympia.wa.us> wrote:

Mr. Leahy,

I've added a simple "concept" street overlay to my previous map to illustrate how 18th Avenue might connect to Decatur Street.

Jeff Fant | Engineering Plans Examiner
City of Olympia Community Planning & Development
P.O. Box 1967 | 601 4th Avenue E | Olympia, WA 98507-1967
Office (360) 753-8315 | Cell (360) 239-6066

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Thursday, April 26, 2018 12:35 PM
To: Jeff Fant <jfant@ci.olympia.wa.us>
Cc: Paula Smith <psmith@ci.olympia.wa.us>; Tim Smith <tsmith@ci.olympia.wa.us>; Cheryl Selby <cselby@ci.olympia.wa.us>; Randy Wesselman <rwesselman@ci.olympia.wa.us>; David Smith <dsmith3@ci.olympia.wa.us>
Subject: Re: Proposed "18th Avenue" Connection to Decatur SW (FANT RESONSE NO.2)

Jeff

Are you saying the future connection you are proposing from 18th Avenue to Decatur SW would be north of Mrs Johnson's home?

Dan

Sent from my iPad

On Apr 26, 2018, at 8:57 AM, Jeff Fant <jfant@ci.olympia.wa.us> wrote:

Mr. Leahy,

Thank you for helping clarify the issue you identify below.

My duty as engineering plans examiner is to work directly with the development community to insure that new public infrastructure is designed and constructed in conformance with all applicable standards.

Please see attached Appendix B: Transportation 2030 Street Capacity and Connectivity Map - To help explain my answer to your question I identified the 18th Avenue/Decatur Street connection, and the Decatur Street / Caton Way connection. 18th Avenue is represented by the green dashed line on the map, Decatur Street is represented by the blue line. The "Decatur connection" you refer to, that has been removed from the comprehensive plan, is represented by the gap in the blue line between Decatur Street and Caton Way.

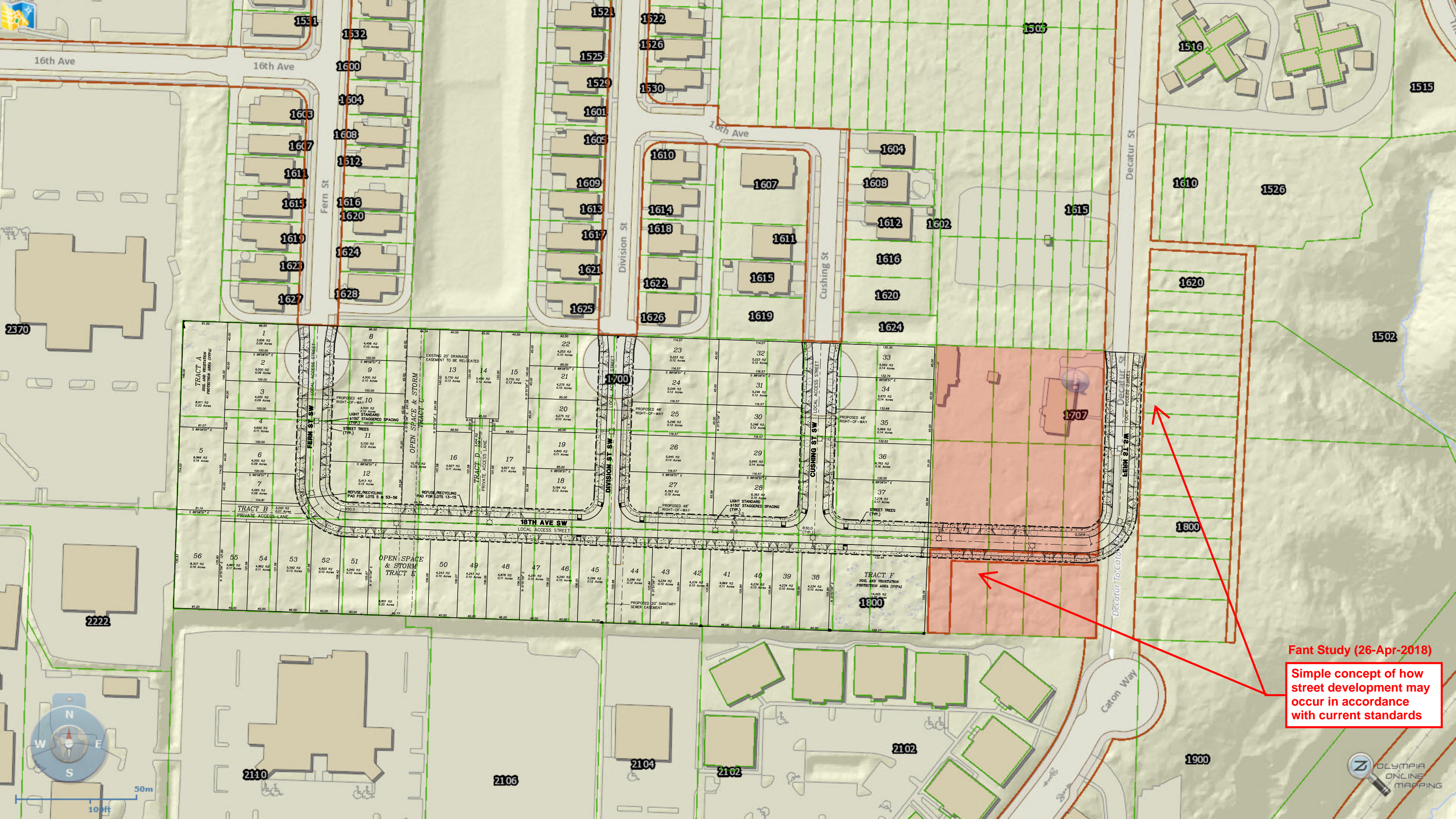
Development of the Johnson property would not connect Decatur Street with Caton Way.

I trust my brief response is satisfactory; if you would like further explanation or assurance - lets discuss this with Randy Wesselman, Engineering and Planning Supervisor, at 753-8477.

Best regards,

Jeff Fant | Engineering Plans Examiner
City of Olympia Community Planning & Development
P.O. Box 1967 | 601 4th Avenue E | Olympia, WA 98507-1967
Office (360) 753-8315 | Cell (360) 239-6066

<18th & Decatur Concept Plan (Fant 26-Apr-2018).pdf>



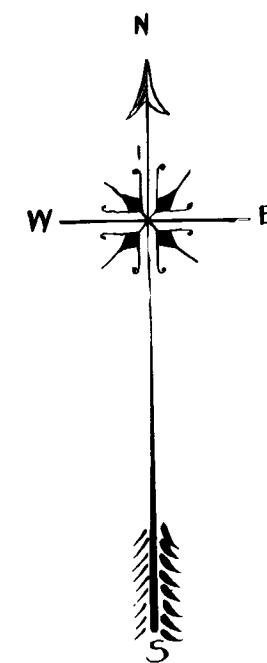
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PLAN OF Lemon Addition

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In Witness Whereof we do hereunto set our hands and seals this 24th day of May 1890.

Witnesses
J. F. Murphy
Ed W. Bennett
Millard Lemow
Bella C. Lemow by her
att. in fact Millard Lemow

Surveyors Certificate

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Millard Lemow
Surveyor

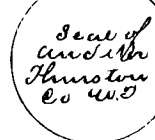
Dedication Sufficient

Chas. N. Ayer
City Attorney.

Approved

Robt. F. Whitman
City Surveyor

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John P. Seward
Auditor Thurston Co. Wash.
By Charles D. Bayfield
Deputy Auditor

I hereby certify that this plat was approved by the City Council of the City of Olympia, on this day of 1890.

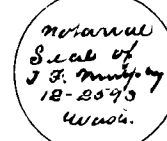
City Clerk



Acknowledgment

State of Washington
County of Thurston }⁰⁰

On this 24th day of May A.D. 1890 before me a notary Public in and for said County and State appeared Millard Lemow husband and Bella C. Lemow, wife of said Millard Lemow by her Attorney in fact Millard Lemow and the said Millard Lemow acknowledged that the accompanying plat was made as his free and voluntary act, and the said Millard Lemow as Attorney in fact as aforesaid acknowledged the same to be the free and voluntary act of the said Bella C. Lemow by him as her Attorney. Witness my hand and seal the day and year first above written.



J. F. Murphy
Notary Public for State of Washington
Residence Olympia Washington

Paula Smith

From: Audrey Pitchford <marinazaira@comcast.net>
Sent: Thursday, April 26, 2018 5:15 PM
To: Paula Smith
Subject: Comment on Proposed Wellington Heights Development

Hi Paula, thank you for the public meeting this past Monday evening. I appreciate the chance to learn more about this project and to get clarification on questions.

I remain opposed to this project. I am very concerned about the traffic impact which came to light at the meeting, about about which the developer seemed either unaware or unconcerned.

The development plan refers to "three ways" into the proposed Wellington Heights Development. However, this is not accurate, as the Caton Way "exit" from that proposal turns onto 16th, and then Division. So there are really only two roads that will allow access to that development (Fern and Division). There was some conversation in the meeting about different types of roads and how much access they were designed to allow. I question whether 16th, which is narrower than Division, meets the same criteria, given that under this proposal, 16th will carry all the traffic exiting Wellington Heights on Caton.

In addition, Mr. Vo's traffic analyst stated that "cars will take the path of least resistance." I am concerned that this "path" may involve the alleyway that runs from north to south on the east side of Division, connecting 16th and 15th. This alleyway provides neighborhood access, as on our street, all our garages are on the back sides of our homes. However, I suspect many drivers leaving Wellington Heights by going North on Caton, and then turning West on 16th, will soon realize they may have to wait for cross traffic to allow them to turn right on Division. If these drivers become impatient and seek the path of least resistance, and they may instead decide to turn right to go north through the alley way.

I also felt concerned at the meeting to hear there was no planned buffer between the back of the proposed Wellington Heights neighborhood and the auto mall. While the City of Olympia staffers explained how the law about a buffer zone does not technically apply to this case, that explanation seemed ludicrous to me. The intent of the law is to keep differently-zoned areas separate. This seems like a prime example of a time when a buffer is needed.

Please recommend disapproval of this project. If the City thinks this project should proceed, please request of Mr. Vo that he perform a more comprehensive traffic study, that includes greater analysis of potential impact to existing streets and neighborhoods, not just the streets and neighborhoods he

wants to plan. Please consider the impact to existing streets and neighborhoods, and the intent of buffer zones. Thank you in advance for your consideration,

Sincerely, Audrey Pitchford, 1530 Division St. SW

April 29, 2018

Comment on TIA by Heath and Associates
Alex Vo's Wellington Heights Preliminary Plat Application
by Dan Leahy, 1415 6th Avenue SW

The Traffic Impact Analysis (TIA) for Alex Vo's Preliminary Plat Application is procedurally flawed, deficient and mistaken. The City staff should reject this TIA along with the application itself.

A. Procedurally Flawed: The Substantive Implications of the Denial of Due Process.

1. TIA Guidelines for New Developments (Ordinance No. 7110) states the TIA “must follow the City of Olympia guidelines for a Traffic Impact Analysis”.

The staff procedure on this TIA did not follow the guidelines thereby **foreclosing** the right of the parties of record access to a record/analysis upon which they could enter on substantive grounds the mandated Hearing Examiner's public hearing.

On Page 1 of the Guidelines there is a description of “Traffic Impact Analysis Scoping Meeting.” The staff did not hold a scoping meeting for this project. Despite numerous assurances to the parties of record that such a meeting would be held in the future (Paula Smith, March 15, 2018; Dave Smith, March 19, 2018) it was not held. On March 22, 2018, Assistant Planner Paula Smith informed us that, “A meeting was not held.”

In the absence of such a meeting, the parties of record are denied a subsequent written report. We received such a post meeting report on the Storm Water Scoping meeting, but not on the TIA. The absence of this written record on a TIA scoping meeting forecloses the right of the parties of record to comment before the Hearing Examiner at the mandatory public hearing.

2. The TIA Guidelines call for an analysis “on the surrounding transportation system” (p. 2) and that it “shall be a thorough review of the immediate and long range effects of the new development on the transportation system.” (page 3).

The staff directions to the consultant ensured that this “thorough review” would not & could not be accomplished. Thus, both the Hearing Examiner and the Parties of Record are denied a substantive basis upon which to both critique and make judgments about the effects of this application for a preliminary plat by Mr. Vo.

As is well documented by the City's own “West Olympia Access Study,” or the Westside portion of the City's recent mapping for its “Transportation 2030,” the “surrounding transportation system” is much greater than what the staff determined the consultant should review for this TIA. (These studies need to be included in the record for the Hearing Examiner).

The staff limited this TIA to a minor part of West Olympia, the area south of 9th Avenue SW. This is a fragment of even Southwest Olympia, let alone the Westside. The study, therefore, did not include an analysis of the traffic that will flow up and down 10th, 11th and 12th streets back and forth to Plymouth. It did not include any traffic flows down 9th Avenue to Percival or through the rest of the northern cut-through streets such as Decatur, Milroy or Cushing. It did not include the major intersection of Harrison and Division, let alone the traffic up and down 4th avenue.

The absence of such an analysis forecloses the ability of the Hearing Examiner and the parties of record to enter the mandated hearing on a substantive basis or for the Hearing Examiner to make legitimate judgments in the presence of accurate information.

3. The City staff did not email the TIA to the parties of record thus again foreclosing their right to participate in the mandated public hearing on substantive grounds.

The City staff did email the materials from the Storm Water Scoping meeting to the parties of record as required, but it did not email the TIA to the parties of record. The City staff noted that the TIA was available on the City's website via a link that was broken and dysfunctional. Nevertheless, the availability of the City's website is not what is legally required to meet the City's obligation to notify parties of record. This obligation requires direct communication of substantive materials to the parties of record. This did not happen with the TIA.

4. City of Olympia Transportation Engineer David S. Smith indicated to the consultant that he “discuss future connection to Decatur.” (March 21, 2018). This promotion by a City staff member of a flagrant violation of the City's Comprehensive Plan calls into question again not only the integrity of the City's procedure, but also the legitimacy and purpose of the TIA itself.

The connection to Decatur that Engineer Smith and City staff are promoting is an automobile connection from the proposed 18th Avenue inside Mr. Vo's preliminary plat design east to Decatur SW. This automobile connection would exit across Mrs. George Johnson's property and into the middle of a 273 foot Bike/Pedestrian Pathway. Not only does the City have no right to cross Mrs. Johnson's property, but this Pathway is permanently closed to automobile traffic, as decided by the City Council and included in the Comprehensive Plan update of 2013.

Such an option can not legitimately come before the Hearing Examiner unless the City Council has changed its Comprehensive Plan. It has not.

5. The Southwest Olympia Neighborhood Association (SWONA) was denied what they believe to be observation rights to scoping meetings thus frustrating and foreclosing its ability to participate in the public hearing process on a substantive basis.

When SWONA was informed by CP&D Director Stahley that scoping meetings were not “public meetings” and therefore SWONA representatives would not be informed in advance or allowed to observe, SWONA asked for the City's legal opinion upon which Mr. Stahley's assertion was based. The City's attorney never provided SWONA with that opinion nor did the City Council direct the City attorney to respond.

In the absence of any written legal opinion justifying the exclusion of parties of record or SWONA from these scoping meetings by Mr. Stahley, the parties of record have unjustly been denied information pertinent to their ability to participate on a substantive basis in the public hearing.

6. The City Staff has now included two streets, Division and Cushing SW, in the scope the TIA. Neither of these streets have had posted, mandatory signage, “Future Street Connector Neighborhood Connector.” Only Fern Street SW has this signage. Citizens purchased homes on these two streets with the reasonable expectation that these two streets would remained closed to traffic. Clearly, the City has no right to open these two streets given the absence of public promulgation and notice to home buyers.

B. The TIA by Heath and Associates is deficient and mistaken. It should be rejected by the staff as should be the project itself.

Even with the severe limitations and personal promotions imposed by the City Staff on Heath and Associates, the TIA itself is full of deficiencies, omissions and mistakes. It should be rejected by the City Staff, as should the application itself.

“Developments surrounding the site are primarily residential with commercial land uses in the greater surrounding areas.” (Page Three). This statement is fiction. Of the four sides on this site, two are contiguous to auto mall dealerships, one to a wooden area owned by Mrs. Johnson and only one to residential area.

There are five pages of vicinity maps, beginning on page four, and one page of a site map with the 17 page narrative. None of the maps show a connection to Decatur SW even though it is discussed in the narrative. This is a substantive omission.

There is a description of Fern Street SW and Division Street SW that states “parking is provided in areas.” (page six). The omission of the narrow nature and one-sided only parking on the southern end of these two streets is particularly egregious and misleading.

“Ordinance #7104 shows Fern Street planned for extension” and that this extension “will take place on the south side of the site.” If Fern Street was extended south of the site, it would have to run over the cliff and through the Chrysler Jeep dealership. Plus the Ordinance #7104 only shows a bike extension from 9th Avenue “to end” of Fern.

This Fern extension “will provide a connection to Decatur SW.” It will only if two parallel streets cross each other. No, what I presume they are trying to say is that the proposed west/east 18th Avenue in the site is proposed to connect to the east with Decatur SW.

“Decatur Street SW will also be widened as part of this project.” They cite the City's Transportation 2030 for this assertion. There is a listing of streets in this document that will be widened. Decatur is not one of them. And, although the City staff loves to continue its hope for an automobile connection south to Caton Way, it is prohibited until completion of West Side Access Study Phase II is completed, if ever.

“Non-Motorized Traffic”: (This is the name for people who walk in our neighborhood). “The area has well developed pedestrian facilities in the form of sidewalks, crosswalks, and bike lanes that help alleviate any potential conflict between motorist and non-motorist.” (Page Ten). If the intersection of 9th and Fern SW was not so dangerous, this statement would be hilarious. Instead, it is obscene.

“Well developed?” There is no sidewalk or curb on either side of Fern Street for one block from 9th Avenue south to the Tuscan gated community. There is also no street lighting. There is no sidewalk on the south side of 9th Avenue from Black Lake Blvd to the Fern Street intersection. There is no sidewalk from the bus stop on 9th Avenue and Fern east to Cushing SW, except in front of Village Gardens. There have been numerous pleas over the years to the City Council from residents of Evergreen Vista and SWONA to “develop” this intersection with at least sidewalks.

There are also, of course, no bike lanes inside Wellington West nor any proposed by Alex Vo for

his preliminary plat, only two car garages. This is in line with the City of Olympia's de facto transportation policy which is the continual movement of automobiles to retail sites. The only reference to bike lanes is the elimination of the Decatur Bike/Pedestrian Pathway by driving automobiles on to it.

“Accident History or Pedestrian Conflicts.” The TIA Guidelines require the TIA to “identify safety and access problems, including discussions of accident history... and pedestrian conflicts.” (Page 4). There is no such identification in this TIA, despite the request by parties of record to consider the safety of children in the area, some of whom have been hit by traffic.

“Transit Service.” “Intercity Transit system map shows transit services is provided on site.” (Page 11) No. 9th and Fern is not “on site.” Nor does the City staff promote the provision of transit service on site, only the destruction of a Bike/Pedestrian Pathway.

Proposed Action: Reject this TIA and deny the application.

Paula Smith

From: Terrilyn Burke <tburke@linkageservices.com>
Sent: Monday, April 30, 2018 1:08 PM
To: Keith Stahley; Tim Smith; Paula Smith; Jeff Fant; David Smith
Subject: Comment on Alex Vo's TIA for Wellington Heights Preliminary Plat Application

Hello Keith, Tim, Paula, Jeff and David,

The information below has been brought to my attention. It appears the Traffic Impact Analysis (TIA) for Alex Vo's Preliminary Plat Application is procedurally flawed, deficient and mistaken. I hope the City of Olympia starts caring about its residents. Unfortunately, as a resident I feel as though no one at the City of Olympia cares much for its citizens yet unfortunately developers are highly regarded and courted. I'm not sure but perhaps it is for the financial gain the City of Olympia hopes to receive. I wish the City of Olympia was more progressive and operated more like Monterey or Carmel, California.

The City staff should reject this TIA along with the application itself.

Terrilyn Burke
1424 12th Avenue SW
Olympia, WA 98502

A. Procedurally Flawed: The Substantive Implications of the Denial of Due Process.

1. TIA Guidelines for New Developments (Ordinance No. 7110) states the TIA "must follow the City of Olympia guidelines for a Traffic Impact Analysis".

The staff procedure on this TIA did not follow the guidelines thereby **foreclosing** the right of the parties of record access to a record/analysis upon which they could enter on substantive grounds the mandated Hearing Examiner's public hearing.

On Page 1 of the Guidelines there is a description of "Traffic Impact Analysis Scoping Meeting." The staff did not hold a scoping meeting for this project. Despite numerous assurances to the parties of record that such a meeting would be held in the future (Paula Smith, March 15, 2018; Dave Smith, March 19, 2018) it was not held. On March 22, 2018, Assistant Planner Paula Smith informed us that, "A meeting was not held."

In the absence of such a meeting, the parties of record are denied a subsequent written report. We received such a post meeting report on the Storm Water Scoping meeting, but not on the TIA. The absence of this written record on a TIA scoping meeting forecloses the right of the parties of record to comment before the Hearing Examiner at the mandatory public hearing.

2. The TIA Guidelines call for an analysis "on the surrounding transportation system" (p. 2) and that it "shall be a thorough review of the immediate and long range effects of the new development on the transportation system." (page 3).

The staff directions to the consultant ensured that this "thorough review" would not & could not be accomplished. Thus, both the Hearing Examiner and the Parties of Record are denied a substantive basis upon which to both critique and make judgments about the effects of this application for a preliminary plat by Mr. Vo.

As is well documented by the City's own "West Olympia Access Study," or the Westside portion of the City's recent mapping for its "Transportation 2030," the "surrounding transportation system" is much greater than what the staff

determined the consultant should review for this TIA. (These studies need to be included in the record for the Hearing Examiner).

The staff limited this TIA to a minor part of West Olympia, the area south of 9th Avenue SW. This is a fragment of even Southwest Olympia, let alone the Westside. The study, therefore, did not include an analysis of the traffic that will flow up and down 10th, 11th and 12th streets back and forth to Plymouth. It did not include any traffic flows down 9th Avenue to Percival or through the rest of the northern cut-through streets such as Decatur, Milroy or Cushing. It did not include the major intersection of Harrison and Division, let alone the traffic up and down 4th avenue.

The absence of such an analysis forecloses the ability of the Hearing Examiner and the parties of record to enter the mandated hearing on a substantive basis or for the Hearing Examiner to make legitimate judgments in the presence of accurate information.

3. The City staff did not email the TIA to the parties of record thus again foreclosing their right to participate in the mandated public hearing on substantive grounds.

The City staff did email the materials from the Storm Water Scoping meeting to the parties of record as required, but it did not email the TIA to the parties of record. The City staff noted that the TIA was available on the City's website via a link that was broken and dysfunctional. Nevertheless, the availability of the City's website is not what is legally required to meet the City's obligation to notify parties of record. This obligation requires direct communication of substantive materials to the parties of record. This did not happen with the TIA.

4. City of Olympia Transportation Engineer David S. Smith indicated to the consultant that he "discuss future connection to Decatur." (March 21, 2018). This promotion by a City staff member of a flagrant violation of the City's Comprehensive Plan calls into question again not only the integrity of the City's procedure, but also the legitimacy and purpose of the TIA itself.

The connection to Decatur that Engineer Smith and City staff are promoting is an automobile connection from the proposed 18th Avenue inside Mr. Vo's preliminary plat design east to Decatur SW. This automobile connection would exit across Mrs. George Johnson's property and into the middle of a 273 foot Bike/Pedestrian Pathway. Not only does the City have no right to cross Mrs. Johnson's property, but this Pathway is permanently closed to automobile traffic, as decided by the City Council and included in the Comprehensive Plan update of 2013.

Such an option can not legitimately come before the Hearing Examiner unless the City Council has changed its Comprehensive Plan. It has not.

5. The Southwest Olympia Neighborhood Association (SWONA) was denied what they believe to be observation rights to scoping meetings thus frustrating and foreclosing its ability to participate in the public hearing process on a substantive basis.

When SWONA was informed by CP&D Director Stahley that scoping meetings were not "public meetings" and therefore SWONA representatives would not be informed in advance or allowed to observe, SWONA asked for the City's legal opinion upon which Mr. Stahley's assertion was based. The City's attorney never provided SWONA with that opinion nor did the City Council direct the City attorney to respond.

In the absence of any written legal opinion justifying the exclusion of parties of record or SWONA from these scoping meetings by Mr. Stahley, the parties of record have unjustly been denied information pertinent to their ability to participate on a substantive basis in the public hearing.

6. The City Staff has now included two streets, Division and Cushing SW, in the scope the TIA. Neither of these streets have had posted, mandatory signage, "Future Street Connector Neighborhood Connector." Only Fern Street SW has this signage. Citizens purchased homes on these two streets with the reasonable expectation that these two streets would remained closed to traffic. Clearly, the City has no right to open these two streets given the absence of public promulgation and notice to home buyers.

B. The TIA by Heath and Associates is deficient and mistaken. It should be rejected by the staff as should be the project itself.

Even with the severe limitations and personal promotions imposed by the City Staff on Heath and Associates, the TIA itself is full of deficiencies, omissions and mistakes. It should be rejected by the City Staff, as should the application itself.

1. "Developments surrounding the site are primarily residential with commercial land uses in the greater surrounding areas." (Page Three). This statement is fiction. Of the four sides on this site, two are contiguous to auto mall dealerships, one to a wooden area owned by Mrs. Johnson and only one to residential area.
2. There are five pages of vicinity maps, beginning on page four, and one page of a site map with the 17 page narrative. None of the maps show a connection to Decatur SW even though it is discussed in the narrative. This is a substantive omission.
3. There is a description of Fern Street SW and Division Street SW that states "parking is provided in areas." (page six). The omission of the narrow nature and one-sided only parking on the southern end of these two streets is particularly egregious and misleading.
4. "Ordinance #7104 shows Fern Street planned for extension" and that this extension "will take place on the south side of the site." If Fern Street was extended south of the site, it would have to run over the cliff and through the Chrysler Jeep dealership. Plus the Ordinance #7104 only shows a bike extension from 9th Avenue "to end" of Fern.
5. This Fern extension "will provide a connection to Decatur SW." It will only if two parallel streets cross each other. No, what I presume they are trying to say is that the proposed west/east 18th Avenue in the site is proposed to connect to the east with Decatur SW.
6. "Decatur Street SW will also be widened as part of this project." They cite the City's Transportation 2030 for this assertion. There is a listing of streets in this document that will be widened. Decatur is not one of them. And, although the City staff loves to continue its hope for an automobile connection south to Caton Way, it is prohibited until completion of West Side Access Study Phase II is completed, if ever.
7. "Non-Motorized Traffic": (This is the name for people who walk in our neighborhood). "The area has well developed pedestrian facilities in the form of sidewalks, crosswalks, and bike lanes that help alleviate any potential conflict between motorist and non-motorist." (Page Ten). If the intersection of 9th and Fern SW was not so dangerous, this statement would be hilarious. Instead, it is obscene.
8. "Well developed?" There is no sidewalk or curb on either side of Fern Street for one block from 9th Avenue south to the Tuscany gated community. There is also no street lighting. There is no sidewalk on the south side of 9th Avenue from Black Lake Blvd to the Fern Street intersection. There is no sidewalk from the bus stop on 9th Avenue and Fern east to Cushing SW, except in front of Village Gardens. There have been numerous pleas over the years to the City Council from residents of Evergreen Vista and SWONA to "develop" this intersection with at least sidewalks.
9. There are also, of course, no bike lanes inside Wellington West nor any proposed by Alex Vo for his preliminary plat, only two car garages. This is in line with the City of Olympia's de facto transportation policy which is the continual movement of automobiles to retail sites. The only reference to bike lanes is the elimination of the Decatur Bike/Pedestrian Pathway by driving automobiles on to it.

10. "Accident History or Pedestrian Conflicts." The TIA Guidelines require the TIA to "identify safety and access problems, including discussions of accident history... and pedestrian conflicts." (Page 4). There is no such identification in this TIA, despite the request by parties of record to consider the safety of children in the area, some of whom have been hit by traffic.

11. "Transit Service." "Intercity Transit system map shows transit services is provided on site." (Page 11) No. 9th and Fern is not "on site." Nor does the City staff promote the provision of transit service on site, only the destruction of a Bike/Pedestrian Pathway.

Recommended Action for Staff: Reject this TIA and deny the application.

Paula Smith

From: Steven Kant <StevenK@workingsystems.com>
Sent: Tuesday, May 01, 2018 5:02 PM
To: Cheryl Selby; Nathaniel Jones; Clark Gilman; Jessica Bateman; Renata Rollins; Lisa Parshley; Jim Cooper
Cc: Paula Smith
Subject: Proposed Wellington Heights Project

Dear Council Members:

Like many of my neighbors, I have written to you and received no response, not even an acknowledgement of my comments.

Many of you have made specific promises of opposition to this project and you have expressed support for controlling noise, traffic, storm water, and development in our neighborhood. As you well know, the application process allows for staff review and a hearing, but the wishes of our neighborhood have no official weight.

We have no confidence that the city staff will give this project a real review.

The staff and examiner invariably agree with paid consultants who present studies showing that each project will not have a significant impact. In fact, we already have enough traffic, noise, and storm water problems. This project does not benefit anyone except for the developers. It will result in more traffic and possibly more developer bankruptcies and unpaid creditors.

The review process is created by the City Council and performed by staff; we have no control over it, but you do. You have a voice; do you intend to use it? Are you intending to keep up the silence?

Steven Kant
103 Thomas Street NW
Olympia WA 98502

Paula Smith

From: Richard Stamey <inolyarea@gmail.com>
Sent: Wednesday, May 02, 2018 2:44 PM
To: Paula Smith
Subject: Re: Wellington Heights

Paula, there are several ways to get out of the development to Fern and Decatur besides a spur that goes thru our nice trail. It's BS that the city bends to the developers and us who live here get stepped on like this.

You would think there would be someone down there at city hall that would advocate for the taxpaying, voting citizens of the city as apposed to out of town developers taking advantage of the little guy reducing our quality of life and then moving on.

Some one there needs to care about what the comp plan does, not just what it says. I don't even know why you bother with public comment period and meeting. Has the city ever, oh let's say in the last 1000 years, denied a application. Do we even stand a chance? That was a rhetorical question.

Thanks for your time.

D

On Wed, May 2, 2018 at 2:06 PM, Paula Smith <psmith@ci.olympia.wa.us> wrote:

Dick- the Comprehensive Plan shows how 18th Avenue would connect to Decatur Street. Illustrated as a green dashed line as a Future Neighborhood Collector on the Transportation Map within the Comprehensive Plan (map below).

Hope that helps. Paula



From: Richard Stamey <inolymarea@gmail.com>
Sent: Tuesday, May 01, 2018 4:12 PM
To: Paula Smith <psmith@ci.olympia.wa.us>
Subject: Wellington Heights

Paula, I just don't get the 18th Ave. dead end on the east side of the proposed project. It's clear it it going to connect somewhere and yet it cannot connect to Decatur and it would be onerous at best to try to connect to Canton.

Which means I guess you are some how planning to connect to Decatur, which you can't.

So, I would like to see the proposed 18th dead end turned into a cul de sac. That would solve any future connection issues.

Dick Stamey

519 Foote St. SE

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Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Thursday, May 03, 2018 10:33 PM
To: Cheryl Selby; Clark Gilman; Nathaniel Jones; Jessica Bateman; Renata Rollins; Lisa Parshley
Cc: Paula Smith; Jeff Fant; Cari Hornbein; Tim Smith
Subject: Comments on Storm Water Plan: Mr. Vo's Wellington Heights
Attachments: Wellington. Storm Water Critique Final.doc

Bruce Titus

BLT Inc

PO Box 1657

Tacoma, Washington 98401

Dear Mr. Titus:

These are my comments critiquing the Storm Water Plan submitted to the City of Olympia by Olympic Engineering, March 29, 2018, for Mr. Vo's Wellington Heights project. I argue that this plan and Mr. Vo's application should both be rejected. If it is not rejected, I believe your dealership, along with others located on the southern end of this proposed site, will incur serious damage from storm water.

I am also sending a copy of my comments to Paula Smith, Assistant Planner, and also to Mayor Selby and City Council members. You might want to contact them directly. We have been trying to reach the Council since September, 2017, but to no avail. Perhaps you will have better luck.

Sincerely

Dan Leahy

1415 6th Avenue SW

Olympia, Washington 98502

My Comments:

The preliminary application and proposed storm water plan have serious liabilities for the City of Olympia and the Southwest Olympia neighborhood. The plan and the application should be rejected by City staff.

Stormwater Quantity

The City of Olympia benefits from the project site in its current fallow state. Development north of the proposed project site generates considerable stormwater. Currently, in a fallow state, the project parcels act as a 'stormwater dispersion mechanism' absorbing runoff and preventing most southward stormwater flow.

The proposed plan would end this benefit to the City and to the Southwest neighborhood: the developer intends to route all upstream stormwater directly across their project site, onto the Auto Mall properties to the south.

No analysis of stormwater run-on, nor offsite stormwater facility receiving capacities has been performed. This is a serious liability in the current design. The applicant has provided only off-hand, speculative and anecdotal reports of off-site stormwater flows, rather than scientific flow measurements and calculated volumes. No run-on nor run-off gage data, and no quantification of actual run-on and run-off volumes were provided; they have merely repeated twenty-year-old design estimations.

The report acknowledges the presence of an informal ditch caused by runoff from upstream property - but proposes to both formalize this ditch and then straighten it in the southern portion of the site. At the southern boundary of the site, they intend to use a new set of riprap over a 14-foot steep slope that will direct storm water into an already existing and inadequate (east/west) ditch at the northeast corner of the Chrysler/Jeep dealership. This new riprap, among other features of their plan, will lead to increased flooding of commercial property. Unless the intent of this design is to flood the Auto Mall dealerships on the southern border, this report and its attendant application should be rejected.

Rather than subject the Auto Mall parcels to huge new volumes of runoff (and sediment), a thorough study of stormwater facility capacities should have been performed. It was not. The developer should have provided actual measured data on stormwater volumes across all parcels upgradient and downgradient that provide stormwater: both calculations and modeling should have been used to calculate the actual stormwater volumes involved, and these calculations should have included all run-on to the property, and runoff to all receiving properties. This was not done. The report should be rejected.

The neighborhood cannot be reassured by speculation when the site's value to absorb stormwater today will be completely eliminated by the proposed project. Certainly, the City will be challenged by those receiving huge new volumes of stormwater and sediment newly routed onto their properties with zero analysis of capacity.

Stormwater Quality Omissions

No information has been provided regarding run-on stormwater quality. Similar to the above comments, without characterization, I assume that the stormwater routed through the project will be too warm, with likely increases of nitrogen, phosphorous, oil & grease, pesticides, herbicides and consumer products – typical of urban runoff.

These substances will now bypass the project site's capacity to absorb contamination and will immediately flow into Percival Creek. Since Percival is a listed 303(d) water, its TMDL compliance will be threatened.

Thus, the proposed plan increases the eventuality of "flooding" commercial property, impairs "water quality" by the production of undesirable, warm storm water and damages "aquatic habitat" by sending warm storm water into Percival Creek and the Deschutes, thus impairing the City's responsibility for the Total Maximum Daily Load (TMDL). All of these eventualities contradict the primary responsibilities of the City's recently updated Surface Water Management (Chapter Three).

Design Errors

The Stormtech catenary arch system proposed in the drainage report depends on the fast-infiltrating capacity of the sand underlying the Vashon-age glacial Till layer (maximum 10"/hour). This sand layer is very deep, and was only encountered in one location very close to the south property line next to the Chrysler-Jeep Dealership.

The entire project design depends on this small Stormtech system's feasibility and operation. This is problematic for a variety of reasons:

1. As the geotechnical report states, a lower rate than the 10"/hour maximum rate should be used for design – and the report sealed by a Professional Engineer recommended a lower rate but the designers chose not to do so;
2. No analysis of groundwater seepage along the steep bank facing the Auto mall was performed. This is a serious omission, since the Stormtech system will be subjected to a maximum capacity loading and a groundwater mound is likely to form, creating seepage along this steep slope;

3. No analysis of slope stability was performed, especially with regard to the additional groundwater seepage noted above;
4. The system's function, sizing and drainage capacity depends on sand being permeable and shallow. The operations and maintenance of the system depends on a competent HOA capable of performing frequent maintenance on a complex filtration system, an unlikely scenario.
5. No run-on stormwater volumes were added – an error.
6. No gage data were collected for any flows upstream – an omission.
7. No field data nor capacity calculations were performed on downstream facilities – an omission.
8. The report incorrectly attests to the absence of storm water on site ("puddles"- p.7)) and does not recognize the existing damage of storm water at the Chrysler/Jeep dealership. Both observations were seen this winter, and the past year was not exceptionally wet.

The lack of direct data and calculations make the report unsupportable. In short, the drainage report should be rejected along with the application.

Operations and Maintenance by an HOA

Bayfilters and StormTech Chambers.

This plan replaces storm water retention ponds with an underground StormTech Chambers located in the southwest section of the site just above the Chrysler/Jeep dealership. This system of filters and chambers is supposed to deal with more than 5,000 sf of new total pollution-generating hard surface. Unlike storm water retention ponds, however, this system requires significant maintenance because the filters tend to clog thus leading to the spread of storm water and contamination off of the site. Maintenance of this relatively sophisticated and buried system is assigned to the site's presumed Home Owners Association with neither the expertise nor financial capacity for such a task. In this eventuality, the City of Olympia will be unjustly burdened with maintenance and repair. This report and its application should be rejected.

Groundwater Seepage

The bottom of the stormtech chambers are open. The presumption is that the storm water will be absorbed on site by the sand found 10 to 25 feet below the Till. There is, however, a real possibility of a "seepage face" in which water seeps from the Stormtech system, making the southern hillside wet, leading to slope failure and landslide. Given the Stormtech's southwestern location, this would lead to direct damage of the Chrysler Jeep dealership. If the dealership moves, the City loses \$1.1 million in revenue.

Warm Storm Water Run-Off into Percival Creek

The drainage report states that "no stormwater will be discharged into a fresh water body." This statement is demonstrably untrue. Routing stormwater across the site significantly increases flow into Percival Creek at an intensified rate thus impairing the Creek's water quality and the City's responsibility for Total Maximum Daily Load (TMDL), thereby risking compliance under its NPDES permit.

Pre-development land cover or historic pre-logged vegetation

This report uses the current pre-development scrub-shrub land cover to model the difference between pre-development and post-development, for stormwater modeling. This assumption is inappropriate, allowing the developer to use already-damaged habitat with reduced stormwater absorption, and thereby reduce their need to match pre-development runoff in WWHM. This is also a design error. For a more accurate WWHM model, the report should have used the difference between native forest vegetation and post-development. The calculation the report used leads to under-sizing the needed storm water system.

Permeable pavement

The report proposes that driveways will be constructed of “permeable pavement.” However, permeable pavement decays and requires maintenance. Slow failure of the permeable pavement, once forgotten by successive homeowners, will progressively overload the Stromtech system that the HOA is already unprepared to manage. This means, again, the stormwater management system is undersized and should be rejected.

Proposed Action by City Staff: Reject Report and Reject Application.

Dan Leahy

1415 6th Avenue SW

Olympia, WA 98502

5/4/2018

cc: 146 Parties of Record.

SWONA Officers

Decatur Raiders

Paula Smith

From: Phil Cornell <phil_cornell@yahoo.com>
Sent: Friday, May 04, 2018 8:46 PM
To: Paula Smith
Cc: Tim Smith; Keith Stahley; Cheryl Selby; Jessica Bateman; Nathaniel Jones; Clark Gilman; Lisa Parshley; Renata Rollins; Jim Cooper
Subject: Wellington Heights project

Paula,

As a party of record on the Wellington Heights project, I wish to voice my opposition to this project, this application and this process. I care about this neighborhood and this project alarms me in many ways. The applicant's filings to date are a whitewash of the required process. I have been emailed several documents relating to this project and after a thorough reading they present a very troubling picture of a developer who will do anything to make a profit and a municipal government shirking their responsibility to the community to appease the developer. This makes me wonder what is going on behind closed doors, what kinds of deals are being made in secret, is there any money being exchanged for favors? The lack of transparency, the fact that we must demand information and only then have access to pertinent documents, frames these questions.

As past President of SWONA I am appalled that there is not just an unwillingness to meet in our neighborhood concerning this project but an almost open hostility towards this idea. Our neighborhood includes the Auto Mall and I am hearing some very disturbing chatter about moving to Tumwater if this project is approved. I am supportive of development that enhances the neighborhood and considers all environmental, traffic, and storm water effects of the project on the neighborhood, this project does none of that in any serious manner. What I have seen is a sloppy, inadequate whitewashed effort by the applicant to satisfy the city's requirements and a city government willing to accept this effort at face value. Mr. Dan Leahy, a long-time SWONA member, has researched this project and has debunked almost every claim in the applicant's filings. This project must be denied, approval brings up the question of collusion.

A Resolution of the Members of the South Westside Olympia Neighborhood Association

11/16/17

Whereas; the members of the South Westside Olympia Neighborhood Association, SWONA, care deeply about the quality of our neighborhood, and,

Whereas; SWONA is an organization dedicated to the preservation of our neighborhood, "Our purpose is to preserve and protect the character and infrastructure of the neighborhood, the rights of its residents, and the quality of the natural environment. We will do this through involving all neighborhood residents and businesses in full and democratic discussion of issues that affect the neighborhood's quality of life, informing the city of our views and advocating on proposals that affect us, and providing an opportunity for social activity and interaction among neighbors.", and,

Whereas; the SWONA neighborhood is defined as “the part of the City of Olympia east of Black Lake Blvd and Division Street, south of Harrison Avenue, west of Capitol Lake and north of Percival Cove, Percival Creek and Cooper Point Rd/Auto Mall Way” which includes the area involved in the proposed development, Wellington Heights, 2000 18th Ave SW, 17-4004, File# 17-0974 Version: 1, Nick Leung (the applicant) and Alex Vo (contact), and,

Whereas; the members of SWONA are not opposed to carefully planned development that is consistent with the existing neighborhood, and,

Whereas; in the past the members of SWONA have successfully opposed incompatible development in our neighborhood, and,

Whereas; the current proposed development is not consistent with the neighborhood, and,

Whereas; the proposed development will create unacceptable levels of traffic in our neighborhood and would create an unsafe traffic situation on Fern St SW and Decatur St SW, and,

Whereas; this development could encourage the City of Olympia to open the intersection of 16th and Fern St and the southern end of Decatur St to traffic, and,

Whereas; SWONA has successfully prevented the opening of these streets to vehicle traffic.

Whereas, 78 SWONA neighborhood households have signed and sent a letter to Nick Leung and Alex Vo stating their opposition to the "Wellington Heights" proposal, and

Whereas, in the November 7th election, three City Council members were elected who oppose this "Wellington Heights" proposal.

Now, therefore, Be it Resolved, that SWONA officers send a copy of this resolution to the City Council, the City's Planning Staff, Mr. Leung and Mr. Vo, Landowner Dean Willie and all local commercial banks who finance housing construction, and,

Be it further resolved that we, the members of SWONA and residents of the South Westside Olympia Neighborhood, are opposed to the development known as Wellington Heights, in its current form, planned by Nick Leung (the applicant), and,

Be it further resolved that SWONA's officers indicate to the City planning staff that its officers be kept informed of all actions with regard to this proposal, and finally,

Be it further resolved that SWONA officers stand willing to review with Nick Leung (applicant) and Alex Vo (contact) any future proposal **other than the current one.**

Phil Cornell – Past President SWONA

1502 15th Ave SW

360-515-1263

Paula Smith

From: LAURA CANNON <lauracannon@comcast.net>
Sent: Wednesday, May 09, 2018 8:44 PM
To: Paula Smith
Subject: Wellington Heights Proposal

May 9, 2018

Paula Smith,

I am writing in strong opposition to the proposed Wellington Heights development.

I have lived in the Southwest Olympia Neighborhood for 26 years, walking, shopping, working and playing downtown. Keeping our neighborhood livable plays a vital role in keeping downtown thriving.

From Chapter 2 of the Comprehensive Plan: Community Values and Visions

“Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens in neighborhoods, downtown, and along our shorelines.”

Destroying the urban green space that buffers a thriving, diverse, neighborhood from a commercial auto mall and developing the space with 56 single family homes, that the current road infrastructure cannot effectively accommodate, is not aligned with the values and vision of the Olympia’s comprehensive plan.

Reject the Wellington Heights Development Proposal.

Sincerely,

Laura Cannon

1201 4th Ave W

Olympia, Wa

98502

Paula Smith

From: Gary Wiles <wilesharkey@yahoo.com>
Sent: Sunday, May 20, 2018 2:53 PM
To: Paula Smith; Keith Stahley; Tim Smith
Subject: Comments on Wellington Heights

Dear Ms. Smith,

We have lived in the Southwest Olympia neighborhood for 14 years and greatly value its relatively quiet atmosphere and its safe streets for children and pedestrians to walk and bike. These characteristics greatly enhance the desirability of living in the neighborhood. We are therefore writing to express our strong opposition to the proposed Wellington Heights development project in Southwest Olympia. The project proposes to build 56 new residential units just north of the Auto Mall and, as indicated in the traffic impact analysis (TIA) prepared by the developer, will result in an estimated increase in automobile traffic of 533 vehicle trips per day, with Fern, Division, and 9th streets being the primary exit and entry streets.

We attended the neighborhood meeting that city staff held for the project on April 23, 2018, which did not lessen our concerns over the project. Our main concern is the increased vehicle traffic that will occur in the general area, especially in the Southwest Olympia neighborhood where we live. The TIA is fully inadequate and contains multiple mistakes. One major flaw is that it examines traffic impacts only in the immediate project area northward to 9th Street. It provides no indication of the expected traffic increase that will flow northeast of 9th into the remainder of the Southwest Olympia neighborhood, especially along Decatur, 4th, and other nearby neighborhood streets, as vehicles transit to and from downtown Olympia. The city's traffic engineer has stated that the neighborhood actually serves the intended purpose of diluting traffic moving through the area, a concept that we as residents totally reject. Furthermore, the project will undoubtedly increase traffic levels on the main road of Black Lake Boulevard, which is already too congested, especially at existing intersections with 9th Street, Harrison Avenue, and Cooper Point Road.

If Wellington Heights is approved and built, we believe it's inevitable that the resulting traffic increase will force city planners within a few years to push for the separate openings of Decatur and 16th Streets into the Auto Mall and adjacent Caton Way office complex to alleviate traffic flow problems. This in turn will lead to even greater traffic volumes passing through the Southwest Olympia neighborhood. Residents of the neighborhood, including the Southwest Olympia Neighborhood Association, have fought against this threat for a number of years already and we are well aware of the city's continuing desire to open these streets. The TIA, which is also supposed to review "long range effects" of new developments, is too narrowly focused on immediate impacts and gives no longer term (e.g., 5-10 years) perspective on how traffic patterns will change as a result of this project. This is a second important flaw with this document.

All of the problems noted above carry over to the proposal's SEPA checklist for environmental impacts, which also focuses only on the immediate project site and thus is entirely inadequate for evaluating traffic impacts to nearby areas.

So far, to our knowledge, city planners have not put forth any viable solutions for mitigating the problems associated with Wellington Heights that we've described here, and in fact they suggested at the neighborhood meeting that the resulting traffic increases would not cause any inconvenience to residents of the area. We strongly disagree with this opinion and ask that the city deny the proposal to build Wellington Heights.

Sincerely,

Gary Wiles and Jan Sharkey
521 Rogers St SW
Olympia, WA 98502
wilesharkey@yahoo.com

Paula Smith

From: Aemery55 . <aemery55@yahoo.com>
Sent: Friday, May 25, 2018 8:17 PM
To: Paula Smith
Subject: Wellington Heights

Hi Paula,

We continue to hope that the city will reject Alex Vo's Wellington Heights project.

Please send us a copy of the Land Use Review Letter you are preparing to send Alex Vo.

Sincerely,

April and Corey Emery

Paula Smith

From: Steve Brink/Liz Dalton <stevenliz@comcast.net>
Sent: Saturday, May 26, 2018 9:40 AM
To: Paula Smith
Subject: Land Use Review letter

Is it possible to get said letter? I am deeply concerned about the following and assume the content of the letter might enlighten me.

As a 27 year property owner, I cannot imagine even considering a through a neighborhood . (keeping in mind that there is an enormous difference between “thoroughfare “(eg Capitol Blvd) and “street” (eg children, bicycles, shade trees, front yards side-by-side, car owners parked in front of their houses, people strolling on sidewalks) in short , neighborhoods.

I am confident that our City Council will make the right decisions in this matter.

Liz Dalton
Steve Brink
360-357-5919
Stevenliz@comcast.net

Sent from XFINITY Connect App

Paula Smith

From: Ryan Hollander <ryanhollander@gmail.com>
Sent: Saturday, May 26, 2018 2:54 PM
To: Paula Smith
Subject: Requesting copy of Land Use Review Letter/ Wellington Heights

Hi Paula,

Hope you enjoyed the weekend.

When the city issues a Land Use Review Letter to Alex Vo about the Wellington Heights Project, could you please send me a copy?

I would also like to officially request for the city government **reject** this project. The traffic and stormwater issues that will be created by this project in my neighborhood are very alarming. I know that my family, my neighbors and my nearby friends all feel the same. We don't want Wellington Heights, and we are counting on the city to listen to local opinion.

Thank you for your time,

Ryan Hollander
103 Plymouth St NW
Olympia, WA 98502

Paula Smith

From: Delores Nelson <deloresknelson@comcast.net>
Sent: Saturday, May 26, 2018 9:45 AM
To: Paula Smith
Subject: Land use review letter

Dear Paula,

I am very much interested in the city's review of land that Alex Vo intends to use.

My view is it a bad idea as we are focused housing for the "missing middle" 54 new high priced houses crammed into the acreage is wrong for people who need affordable housing.

And it's wrong for the city to support Vo's proposal in spite of people's need.

Please send me a copy of the letter you will send to the Vo company.

Thank you,

Delores Nelson

Sent from my iPhone

Paula Smith

From: Ann M. Vandeman <amvandeman@gmail.com>
Sent: Saturday, May 26, 2018 8:05 AM
To: Paula Smith
Subject: Land Use Review Letter for Wellington Heights

Hi Paula,

I hear the city is issuing a land use review letter for this project. Will you please send me a copy? Thank you.

I am still opposed to this project because of:

- lack of transit access
- lack of planning for large increase in traffic
- large increase in impervious surface
- inadequate plan to handle runoff, worsening an already existing problem
- lack of green buffer between housing and auto mall
- lack of plan to mitigate noise and light disruption from auto mall
- removal of all existing trees and wildlife habitat
- lack of green space within the plan

Thank you Paula,
Ann

--

Ann M. Vandeman
1609 6th Ave SW
Olympia, WA 98502
360-754-1928
360-402-3748
amvandeman@gmail.com

Paula Smith

From: Beverly Taylor <makeroomfortheladies@gmail.com>
Sent: Tuesday, May 29, 2018 7:03 PM
To: Paula Smith
Subject: Wellington Heights- land use review letter

Hello Paula,

My neighbors in South West Olympia are trying real hard to have the city reject the proposed Wellington Heights project.

This proposed housing project shows a disregard towards developing it to enhance the surrounding neighborhood. It takes away a natural water catch and builds so many houses that trees have to be cut down even at the border of the auto mall. An expensive home with the ambient noise of a low rent area. Nice. No green spaces that amount to any aesthetic beauty to the neighborhood. The plans indicate a street will be opened on Decatur with isn't going to open any time soon, or ever , since the neighborhood has been fighting this for at least a generation. The fight will continue since the traffic on our neighborhood streets are already to busy, we don't want through traffic to also speed on our neighborhood streets.

The westside is dense with housing and apartments galore and wedging in yet many more houses into a tight area is just not what I envision my neighborhood looking like. Scaling down the houses and adding more yard, room between the houses, regular sized roads and sidewalks that connect to the already developed neighborhood would be more like it.

I recently learned a land use review letter will be released shortly to the developer of the proposed Wellington Heights project. I am very interested in what the city has to say in this review letter and would like to request a copy be sent to me.

My email address: makeroomfortheladies@gmail.com My home address: 828 Milroy St SW Oly, Wa. 98502

Thank you ,

Beverly Taylor Hastings

Paula Smith

From: Janis or Randy <randjanizzy@comcast.net>
Sent: Monday, June 04, 2018 12:46 PM
To: Paula Smith
Subject: Re: City of Olympia- Courtesy Notice- Wellington Heights 18-1315

Thank you Paula for the information.

I want to comment the SEPA report.

First on question 5: Animals

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

SEPA Environmental checklist (WAC 197-11-960) Page 6 of 10

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

As a neighbor that walks this corridor often, I have seen hawks, most likely red tails and bald eagles frequenting this area. There are also coyotes, raccoons and opossums in the neighborhood.

I am also concerned about the noise factor of loud, heavy equipment trucks driving down Decatur to the construction site as well as the din of the back up noises the trucks create at the site. The latter noises are seemingly at decibel levels that may be dangerous at close range. I know that there are rules about creating noise to indicate a large vehicle is backing up, but often those chimes are loud enough to hear 4-5 blocks away. How can this be mitigated for the local residents? When the building project on Fern St. SW a couple of years ago was going on, Decatur Park and neighbors were subjected to non-stop high pitched beeping for 9-10 hrs a day. Noise pollution is a valid concern and I would like to see the city take a proactive response to this issue. Requiring back up cameras in lieu of ear piercing chimes would be an amazing advancement.

I may have more to say later, but wanted to address at least these two issues. I think there are other issues with this particular project, but those concerns can wait for another day.

Thank you again.

Janis Rich

Decatur ST SW

On June 4, 2018 at 12:15 PM Paula Smith <psmith@ci.olympia.wa.us> wrote:

COURTESY NOTICE-

SUBJECT: WELLINGTON HEIGHTS

LAND USE REVIEW LETTER

You are receiving this notice because you are a party of record for the above mentioned project.

On June 4, 2018, the City sent the Land Use Review letter to the applicant.

The Wellington Height webpage is currently being updated. Access to the Land Use Review letter, Substantive Review Table and related attachments will be available by the end of today.

You can access the webpage at: <http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx>

PLEASE NOTE: This notice was sent to everyone on the parties of record list currently on file with the city.

Sincerely, Paula

PAULA SMITH
Assistant Planner

City of Olympia

601 4th Avenue E Olympia WA 98501

360.753.8596 psmith@ci.olympia.wa.us

From: Jim Knudson <jmrolympia@gmail.com>
Sent: Thursday, August 23, 2018 2:54 PM
To: Paula Smith
Cc: Jim Knudson
Subject: Alex Vo project near Decatur Woods

Dear Ms. Smith:

I am opposed to this development project as currently envisioned. There are drainage issues, traffic flow issues, and lack of adequate open space set aside among other issues.

Please let me know 1) when the new comment deadline is and 2) when the review of the latest proposal will be completed.

I believe in "in-filling" where city services exist. They must be proportional to the surrounding area and consideration given to the existing neighborhood. This project does not do this.

Sincerely,

Margaret Knudson

603 Plymouth St. SW

Olympia, WA 98502

From: George Sullivan <gdsullivan3@gmail.com>
Sent: Tuesday, August 21, 2018 7:58 AM
To: Paula Smith
Subject: Alex Vo proposed development ; Wellington Heights

Ms Smith,

I wish to restate my opposition to Mr Vo's development plans here on Olympia's west side. The character of this, my neighborhood is negatively impacted by the volume of traffic currently. As you may know, ours' is a neighborhood of young families and old. People walk the neighborhood with their children, their dogs, their parents and their friends. Cars routinely speed and run stop signs (I watch them from my home at the intersection of Thomas & 5th) Buses amble through on their regular schedules.

I find it beyond incredulous that the proposed Wellington Heights project would not negatively impact us further. We're at maximum carrying capacity as it is for the kind of neighborhood we love and the traffic we must contend with. More cars, vans and pickups will irreparably degrade this community.

Also, please advise me on when the comment period will open and close for the public's input on this project. Thank you.

George D Sullivan
1506 5th Ave SW

Sent from my iPad

From: Billy Simmons <wsimmons83@gmail.com>
Sent: Tuesday, August 21, 2018 2:49 PM
To: Paula Smith
Subject: I oppose Wellington Heights

Hi Paula,

I'd like to again state my opposition to the Wellington Heights development. Is there a new public comment period deadline I should be aware of?

Thank you kindly,

Billy Simmons
1216 Fern St SW

Sent from my iPhone

From: Terrilyn Burke <tburke@linkageservices.com>
Sent: Tuesday, August 21, 2018 12:35 AM
To: Paula Smith
Cc: Leonard Bauer; Tim Smith
Subject: OPPOSE PROJECT — Re: City of Olympia- Wellington Heights- Courtesy Notice

Hello Paula,

Thank you for the email.

I would like it noted that I oppose the Wellington Heights project.

In addition to opposing the Wellington Heights project, Paula can you please tell me when the new comment deadline is? I did not see it mentioned anywhere. Also can you please tell me when does the staff think they will complete their review of the new submittals?

I look forward to hearing back from you with the answers to my questions.

Terrilyn Burke

Sent from my iPhone

On Aug 20, 2018, at 2:19 PM, Paula Smith <psmith@ci.olympia.wa.us> wrote:

COURTESY NOTICE

***SUBJECT: 18-1315 WELLINGTON HEIGHTS PLAT
REVISION SUBMITTAL***

You are receiving this notice because you are a party of record for the above mentioned project.

On August 17, 2018 the City received resubmittal documents from the applicant in regards to responding to the land use review letter that was issued by the city for this project. .

Currently, city staff is updating the Wellington Heights webpage and the plans, reports and documents that were submitted by the applicant will be available to review in a few days.

To access the Wellington Height webpage, go to: <http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx>

At this time, city staff will begin our review of the revision submittal. This project requires decision by the Olympia Hearings Examiner, as this time, no hearing has been scheduled.

PLEASE NOTE: This notice was sent to everyone on the parties of record list currently on file with the city.

If you have any questions, please let me know.

Sincerely,
Paula

Paula Smith, Associate Planner
City of Olympia / Community Planning & Development
601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967
360.753.8596 | olympiawa.gov
psmith@ci.olympia.wa.us

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

From: Ann M. Vandeman <amvandeman@gmail.com>
Sent: Tuesday, August 21, 2018 9:56 AM
To: Paula Smith
Subject: Re: City of Olympia- Wellington Heights- Courtesy Notice

Thanks for this notice Paula. I want to register my ongoing opposition to this project. Given the location, previous development and the risk of environmental degradation (trees, soil, habitat loss), I think development on the scale and density proposed is inappropriate.

When do staff anticipate completing their review of the additional materials? Is there a new comment period and deadline for comments?

Thank you,

Ann

On Mon, Aug 20, 2018 at 2:19 PM Paula Smith <psmith@ci.olympia.wa.us> wrote:

COURTESY NOTICE

SUBJECT: 18-1315 WELLINGTON HEIGHTS PLAT

REVISION SUBMITTAL

You are receiving this notice because you are a party of record for the above mentioned project.

On August 17, 2018 the City received resubmittal documents from the applicant in regards to responding to the land use review letter that was issued by the city for this project. .

Currently, city staff is updating the Wellington Heights webpage and the plans, reports and documents that were submitted by the applicant will be available to review in a few days.

To access the Wellington Height webpage, go to: <http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx>

At this time, city staff will begin our review of the revision submittal. This project requires decision by the Olympia Hearings Examiner, as this time, no hearing has been scheduled.

PLEASE NOTE: This notice was sent to everyone on the parties of record list currently on file with the city.

If you have any questions, please let me know.

Sincerely,

Paula

Paula Smith, Associate Planner

City of Olympia / Community Planning & Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8596 | olympiawa.gov

psmith@ci.olympia.wa.us

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

--

Ann M. Vandeman
1609 6th Ave SW
Olympia, WA 98502
360-754-1928

360-402-3748
amvandeman@gmail.com

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Wednesday, August 22, 2018 9:05 PM
To: Paula Smith
Cc: David Smith; Keith Stahley; Steve Thompson; Jeff Fant
Subject: Revised Drainage Report. A question

Paula,

Yesterday I began my review of Chris Merritt's revised Drainage and Erosion report dated July 23, 2018. Your office indicated receipt of this document twenty five days after that on August 17, 2018.

In his March 29, 2018 report, certified by his seal, Mr. Merritt wrote this:

"During multiple site visits since 2005, Olympic Engineering staff has not witnessed any noticeable stormwater discharging from the overflow/bypass pipes into the on-site ditch and there are no apparent indications of stormwater being conveyed through the ditch. We did note indications of a few localized puddles in the ditch." (p. 7)

After reading this paragraph, my neighbor and I sent you numerous photos of a full stream of stormwater running through the entire 9.4 acre parcel.

Mr. Merritt has now deleted the above statement and replaced it in with a new statement in his July report:

"Based on multiple visits, conversations with city staff, and information from neighbors, it is our understanding that the conveyance system that runs through the subject parcel has been operating sufficiently." (p. 8)

This engineer first certified under his seal that there was no noticeable stormwater and now the same engineer certifies that there is a stormwater conveyance system that operates "sufficiently."

My question is: upon what basis should you, city staff or the 147 parties of record believe anything in this report. Do these reports in fact "meet minimum standards of the City of Olympia" as attested to on page 1? Please, tell me.

It's not a question of which statement to accept, but whether we or you should believe anything Chris Merritt "certifies."

On the basis of these contradictory statements alone, the city staff should reject this revised report and the land use application it purports to support.

Dan

cc: SWONA, Decatur Raiders and 147 Parties of Record.

From: Steven Kant <StevenK@workingsystems.com>
Sent: Wednesday, August 22, 2018 3:19 PM
To: Paula Smith
Subject: Wellington Heights Revision Submittal 8/17/18

Dear Ms. Smith:

I am writing to state my continuing opposition to the Wellington Heights development proposal. The original documents appeared to be mostly boilerplate text and did not address many of the actual realities of the site and the proposed development. The revised submittal seems to be the same as the original with only a few changes.

For example, the revised traffic impact analysis just includes a few words about neighboring streets and a table of accidents. Rather than including any real study, the report just concludes that there will be no significant impact on the rest of the neighborhood. Is this acceptable to the city?

Has this or any other traffic consultant ever concluded that a proposed development would have a significant impact on traffic? If a traffic engineer reported possible significant impacts, would that consultant ever be hired again by a developer?

I urge you to reject this proposal. It is not in the interest of our neighborhood. The only person to benefit will be the developer.

Steven Kant
Working Systems Inc.
101 N. Capitol Way Ste 302
Olympia WA 98501
(360) 943-7640 x103
Toll-Free: (866) 396-6767 x103
Fax: (360) 943-0596
<http://www.workingsystems.com>

From: Delores Nelson <deloresknelson@comcast.net>
Sent: Tuesday, August 21, 2018 12:59 PM
To: Paula Smith
Subject: Wellington Heights development

Ms. Paula Smith,

I am opposed to the further development of Wellington Heights.

Would you please inform me, as party of record, what is happen now, is there a new deadline for set for the Vo company and for public response to city staff reveiws?

Respectfully,

Delores K. Nelson

From: Bob Delastrada <bobdelastrada@gmail.com>
Sent: Thursday, August 23, 2018 10:51 AM
To: Paula Smith
Cc: Clark Gilman; Lisa Parshley; Renata Rollins
Subject: Wellington Heights

Dear Paula

I'm writing again to register my objection to the proposal by Alex Vo. I'm not well versed on some of the issues, but that it will become a traffic problem is easy to understand. Decatur will be a heavily traveled thoroughfare and no longer have the quality of a neighborhood street. It will pose a danger for children playing as well as generating pollution in the area.

I have to confess that Alex Vo strikes me as only interested in making money, regardless of what happens to the people who live here. He left after his previous bankruptcy and now says he's back--his motive and abilities are questionable in my mind. I hope these particular concerns be given appropriate weight in your decision making. If the SW neighborhood has to undergo major changes, I'm asking that it not be at this time and the project not given to Mr. Vo and his associate. Eventually, an established developer with a proposal consistent with the cities overall goals, will provide a more appropriate possibility. The current plan simply has as many lots as possible without concern for meeting drainage specifications and landscaping concerns. Saying "no" at this time sends a message to future developers that they need to show proper care and concern for development in Olympia. If people are aware of that, eventually the right sort of projects will materialize!

Thank you for your time and consideration. Please keep us informed of meetings and information pertinent to the project.

Bob Delastrada

SW neighborhood

From: Kate Fehsenfeld <katefeh1@gmail.com>
Sent: Tuesday, August 21, 2018 8:41 AM
To: Paula Smith
Subject: Wellington development

Dear Paula Smith,

As a party of record for the Wellington Heights development I want to restate my opposition to this project. I am not opposed to developing that land with less density if traffic can be diverted in some other way not involving Decatur. I live on 4th Avenue which already has a large amount of cut through traffic. Olympia's little friendly neighborhoods with individual interesting yards should be protected and preserved. When is the deadline for comments? I appreciate your responses. Thank you.

Kate Fehsenfeld

Paula Smith

From: judy manley <carverchick57@hotmail.com>
Sent: Sunday, August 26, 2018 10:25 PM
To: Paula Smith
Subject: Wellington Heights Project

Hello Ms. Smith,

I am a concerned resident of west Olympia and member of the Southwest Olympia Neighborhood Association. I oppose the Wellington Heights project and have serious doubts about the credibility of Mr. Chris Merritt as he stated that there wasn't any 'noticeable discharge of storm water from the overflow/bypass pipes into the onsite ditch' in one report, deletes that statement and goes on to change positions to state that based on 'multiple visits, conversations with city workers and information from neighbors that the conveyance system that runs through the subject parcel has been operating sufficiently'. Scratching my head here. First, no noticeable storm water, then he states that the conveyance system is working. I simply want to know if these reports qualify to meet the minimum standards that the city of Olympia requires as stated on page 1. Please explain why this makes any sense or why we should have confidence in Mr. Merritt's reporting.

Respectfully,
Jude Manley

Paula Smith

From: mark toy <mctoy6@hotmail.com>
Sent: Sunday, August 26, 2018 4:41 PM
To: Paula Smith
Subject: Wellington Heights

Hi Paula - Just to let you know, we are still opposed to this project. Going through documents now - does not look like much has changed.

Really feel this submittal underestimates construction impacts based on past experience with Little Tuscany and Evergreen Vista apartments, as well. I notice the signage for the 8 lot development next to Evergreen Vista has been taken down - has that change?

Implicit in the Wellington Heights submittal is future opening of Decatur and 16th/Fern which our neighborhood adamantly opposes.

Sincerely,

Mark Toy and Susan Camp
1527 Fern Street SW

Sent from my iPhone

Paula Smith

From: Steve Brink/Liz Dalton <stevenliz@comcast.net>
Sent: Monday, August 27, 2018 3:25 PM
To: Paula Smith
Subject: Fwd: Concerning Recent Private Meeting on Open Subject: 18-1315 Wellington Heights Plat2222

Ms Smith: Thank you for taking a moment to read a concern I believe is critical.

As a 30 year resident of Olympia I have had the privilege of participating on Boards and Committees that I think have helped build open and honest decisions determined by the people of Olympia.

My husband and I have been extraordinarily fortunate in living in a neighborhood with people who also participate in guiding "what's best" decisions for Olympia as a whole.

I have followed the information to and from your office and our neighborhood association concerning the issue of opening direct traffic into the center of our neighborhood. I understand the relationships between the City of Olympia and the prospective buyers.

However I have seen no notices or mailings or editorial announcements concerning the people who live in this neighborhood. Therefore (presumably) no input despite what I would have to assume would be carried out on a daily basis between city of Olympia staff and any representatives who have presented proposals on this subject (the subject being the movement of cars from surrounding 4 lane boulevards into the established neighborhood).

Why are we not having open meetings where presumably facts, figures, clarifications, proposals, work groups consisting of City of Olympia staff and the people who live, work and are aware every day of the issues that can be spread out for mutual understanding?

Perhaps I missed the meetings and if that is the case first I apologize and secondly I would be grateful to receive any minutes that would have accompanied these meetings.

Thanking you in advance for any clarification that I'm missing. On a similar note: I don't know if a "traffic counter" has been temporarily installed at the foot of Fourth Ave where cars are standing in line to enter the round about at most times of the day. It is important to do so. The speed limits both up and down Fourth Street exceed all speed limits in Olympia neighborhoods. I have followed cars to determine that it is common to exceed 40 MPH. Add more cars? No.

Elizabeth Dalton

Steven Brink

Cell: 360-791-1726

Home: 360-357-5919

Email: stevenliz@comcast.net

Paula Smith

From: Ray Cheng <yuiipcheng@hotmail.com>
Sent: Monday, August 27, 2018 8:06 PM
To: Paula Smith
Subject: Wellington Heights Project

Dear Paula,

The revised proposal is not good and I am oppose to it alone with my already expressed their views.

With 56 more resident homes, the increased traffic will make the already narrow 2-lane road much more dangerous. It's already very difficult to have 2 sub-compact cars to pass each other when a car is parked at the curb. With a pick up trunk coming one way, there no way for another car to pass. I drive there everyday and I know it. If you looked at the revised proposal, there are little changes to address the heavy traffic that the neighborhood face, it's only making it worst. Please be our independent oversight to stop this bad development plan.

Warmest regards,

Ray Cheng

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Wednesday, August 29, 2018 5:02 PM
To: Paula Smith; Keith Stahley; Tim Smith; Jeff Fant; Steve Thompson; Cari Hornbein
Subject: Storm Water from Wellington West flooding Titus' dealership
Attachments: IMG_0602.MOV

Paula and staff,

The embankment is seeping and flooding in this October 2013 video that was sent to the City.

Was this video given to Alex Vo and his drainage engineer, Chris Merritt?

Please include this video in your public comment record on Alex Vo's Wellington Heights proposal.

Also, please reject any revised application by Vo or Merritt that does not directly address the reality of the embankment failure.

Also, in your review of supposed revisions, please have your financial administration address the direct threat to a dealership that provides the City of Olympia with \$1.3 million/year in sales tax receipts.

Thank you.

Dan

Paula Smith

From: Paul Larsen <paul.larsen1@gmail.com>
Sent: Thursday, August 30, 2018 10:47 PM
To: Paula Smith
Subject: Re: City of Olympia- Wellington Heights- Courtesy Notice

Paula,

I am trying to find out who makes the decision on exit routes from this development proposal. Does the City Planning make that call or is it up to the Developer?

I want to look into putting an exit to the Automall through Decatur St and Calton Way. I also need to find out how we can restrict street parking on Division St SW in my neighborhood. Once this development goes in we need to be able to move cars in both directions. Currently with cars parked in the street one car needs to yield to another car moving in the opposite direction.

My goal is to keep the neighborhood in which my family lives safe. Please help connect me to the people that I can work with to make this happen.

Thank you,

Paul Larsen
1525 Division St SW
Olympia, WA 98502
370-280-4044

If there we

Sent from my iPhone

On Aug 22, 2018, at 9:02 AM, Paula Smith <psmith@ci.olympia.wa.us> wrote:

Dear Parties of Record-

Some of you had the same questions after the courtesy notice was sent, so I thought I should provide more details about what you could expect to happen next. The following is the next steps in the process:

- City staff has continued with our review of the revised plans, documents and reports provided by the applicant in response to the Land Use Letter.
- **Because this project requires a hearing before a decision can be rendered, public comments can be received up to and through the hearing.** There is no additional deadline date for public comment. No hearing has been scheduled at this time. You may submit your comments via email to psmith@ci.olympia.wa.us. These comments will be reviewed by staff, go into the record and be provided to the Hearing Examiner.
- Once the review is complete (approx.. 4-5 weeks) a couple of thing could happen:

- Staff could ask the applicant to revise additional items and a letter would get issued.
- If staff can formalize a recommendation to the examiner, then a public hearing will get scheduled. Notice of this hearing will go out to every party of record and the site will be posted as well.
- Before the hearing occurs, the SEPA Determination on this project will get issued. The SEPA process has a comment deadline and an appeal deadline. A notice will be issued and you will be notified when this is issued.
 - If SEPA is appeal, this would also go before the Olympia Hearings Examiner for decision at the same time as the hearing for the preliminary plat.

All pertinent information regarding this project will be placed on the city webpage for Wellington Height.

If you have further questions, please let me know.

Sincerely,
Paula

Paula Smith, Associate Planner

City of Olympia / Community Planning & Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8596 | olympiawa.gov

psmith@ci.olympia.wa.us

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

From: Paula Smith

Sent: Monday, August 20, 2018 2:19 PM

Cc: Leonard Bauer <lbauer@ci.olympia.wa.us>; Tim Smith <tsmith@ci.olympia.wa.us>

Subject: City of Olympia- Wellington Heights- Courtesy Notice

COURTESY NOTICE

***SUBJECT: 18-1315 WELLINGTON HEIGHTS PLAT
REVISION SUBMITTAL***

You are receiving this notice because you are a party of record for the above mentioned project.

On August 17, 2018 the City received resubmittal documents from the applicant in regards to responding to the land use review letter that was issued by the city for this project. .

Currently, city staff is updating the Wellington Heights webpage and the plans, reports and documents that were submitted by the applicant will be available to review in a few days.

To access the Wellington Height webpage, go to: <http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx>

At this time, city staff will begin our review of the revision submittal. This project requires decision by the Olympia Hearings Examiner, as this time, no hearing has been scheduled.

PLEASE NOTE: This notice was sent to everyone on the parties of record list currently on file with the city.

If you have any questions, please let me know.

Sincerely,
Paula

Paula Smith, Associate Planner

City of Olympia / Community Planning & Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8596 | olympiawa.gov

psmith@ci.olympia.wa.us

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

Paula Smith

From: Paul Larsen <paul.larsen1@gmail.com>
Sent: Wednesday, September 05, 2018 7:32 PM
To: Paula Smith
Cc: Keith Stahley; Tim Smith; Jeff Fant; Steve Thompson
Subject: Re: City of Olympia- Wellington Heights- Courtesy Notice

Paula,

I do understand that Caton Way/Dectaur Street connectivity was removed from the Comprehensive Plan years ago. I am not suggesting that we reopen that connection. My suggestion is to make a connection to Wellington Heights from the new development directly to Caton Way. Below are two graphics that outline where I suggest this connection happen. The new connection is in red in the graphics. This would allow residents of this new development an option to enter right off of Caton Way. It would also help to prevent the majority of those cars entering and exiting from Division St SW. Do you think the transportation staff would entertain this suggestion? I do not know who currently owns the property that this street would be built. I would suggest that the developer need to purchase this property to give access to the development with the least amount of impact to the surrounding neighborhood.

I believe the people in my neighborhood would support this idea as well as the people that live North and Northwest of my neighborhood. What I am hoping for is a win-win situation. If my suggestion is taken we can put 55 new homes on the tax roles and help to alleviate the housing shortage in our community. This new entrance and exit to Wellington Heights would also reduce the traffic on Division St SW.

Were you able to find out how we might ban parking on Division St SW? Our neighborhood has plenty of available parking in the back alley. Parking on the street is not needed and it only hinders traffic flow. If this new development goes in, this is something the city is going to seriously need to consider.

I hope my suggestion and explanation is clear. I would be happy to meet with anyone from the city to discuss this further.

Thank you,

Paul Larsen
1525 Division St SW
Olympia, WA 98502

N





On Fri, Aug 31, 2018 at 8:22 AM Paula Smith <psmith@ci.olympia.wa.us> wrote:

Paul-

I appreciate you asking these questions.

Our Transportation section looks at street connectivity based on the Engineering Design and Development Standards (EDDS).

As I am sure you are aware of, the Olympia City Council removed the Caton Way/Dectaur Street connectivity from the Comprehensive Plan years ago in response to neighborhood concerns. I don't know the exact year or

what all the circumstances were that were considered in this decision. As of today, an amendment to the Comprehensive Plan would need to be done to allow such. There was also a connection to 16th Street to Fern Street from the Wellington West Div 4 subdivision that was made when streets to this subdivision were being made that was also then closed.

My assumption is that our transportation staff would support the amendment knowing the traffic situation there is on the westside of Olympia in this area, mainly in relation to the lack of connectivity to the south.

Do you feel that there are others in this neighborhood that support this?

As for parking on the street, let me check in with some of the reviewing staff and see that if what you are proposing about "no parking" on Division is a possibility and I will get back to you.

Sincerely, Paula

Paula Smith, Associate Planner

City of Olympia / Community Planning & Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8596 | olympiawa.gov

psmith@ci.olympia.wa.us

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

From: Paul Larsen <paul.larsen1@gmail.com>

Sent: Thursday, August 30, 2018 10:47 PM

To: Paula Smith <psmith@ci.olympia.wa.us>

Subject: Re: City of Olympia- Wellington Heights- Courtesy Notice

Paula,

I am trying to find out who makes the decision on exit routes from this development proposal. Does the City Planning make that call or is it up to the Developer?

I want to look into putting an exit to the Automall through Decatur St and Calton Way. I also need to find out how we can restrict street parking on Division St SW in my neighborhood. Once this development goes in we need to be able to move cars in both directions. Currently with cars parked in the street one car needs to yield to another car moving in the opposite direction.

My goal is to keep the neighborhood in which my family lives safe. Please help connect me to the people that I can work with to make this happen.

Thank you,

Paul Larsen

1525 Division St SW

Olympia, WA 98502

370-280-4044

If there we

Sent from my iPhone

On Aug 22, 2018, at 9:02 AM, Paula Smith <psmith@ci.olympia.wa.us> wrote:

Dear Parties of Record-

Some of you had the same questions after the courtesy notice was sent, so I thought I should provide more details about what you could expect to happen next. The following is the next steps in the process:

- City staff has continued with our review of the revised plans, documents and reports provided by the applicant in response to the Land Use Letter.
- **Because this project requires a hearing before a decision can be rendered, public comments can be received up to and through the hearing.** There is no additional deadline date for public comment. No hearing has been scheduled at this time. You may submit your comments via email to psmith@ci.olympia.wa.us. These comments will be reviewed by staff, go into the record and be provided to the Hearing Examiner.
- Once the review is complete (approx.. 4-5 weeks) a couple of thing could happen:
 - Staff could ask the applicant to revise additional items and a letter would get issued.
 - If staff can formalize a recommendation to the examiner, then a public hearing will get scheduled. Notice of this hearing will go out to every party of record and the site will be posted as well.
- Before the hearing occurs, the SEPA Determination on this project will get issued. The SEPA process has a comment deadline and an appeal deadline. A notice will be issued and you will be notified when this is issued.
 - If SEPA is appeal, this would also go before the Olympia Hearings Examiner for decision at the same time as the hearing for the preliminary plat.

All pertinent information regarding this project will be placed on the city webpage for Wellington Height.

If you have further questions, please let me know.

Sincerely,

Paula

Paula Smith, Associate Planner

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8596 | olympiawa.gov

psmith@ci.olympia.wa.us

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

From: Paula Smith

Sent: Monday, August 20, 2018 2:19 PM

Cc: Leonard Bauer <lbauer@ci.olympia.wa.us>; Tim Smith <tsmith@ci.olympia.wa.us>

Subject: City of Olympia- Wellington Heights- Courtesy Notice

COURTESY NOTICE

SUBJECT: 18-1315 WELLINGTON HEIGHTS PLAT

REVISION SUBMITTAL

You are receiving this notice because you are a party of record for the above mentioned project.

On August 17, 2018 the City received resubmittal documents from the applicant in regards to responding to the land use review letter that was issued by the city for this project. .

Currently, city staff is updating the Wellington Heights webpage and the plans, reports and documents that were submitted by the applicant will be available to review in a few days.

To access the Wellington Height webpage, go to: <http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx>

At this time, city staff will begin our review of the revision submittal. This project requires decision by the Olympia Hearings Examiner, as this time, no hearing has been scheduled.

PLEASE NOTE: This notice was sent to everyone on the parties of record list currently on file with the city.

If you have any questions, please let me know.

Sincerely,

Paula

Paula Smith, Associate Planner

City of Olympia / Community Planning & Development

601 4th Avenue East | PO Box 1967, Olympia WA 98507-1967

360.753.8596 | olympiawa.gov

psmith@ci.olympia.wa.us

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

Paula Smith

From: Chris Merritt <chris@olyeng.com>
Sent: Friday, September 14, 2018 1:16 PM
To: Paula Smith
Cc: danleahy43@yahoo.com; carverchick57@hotmail.com; Leonard Bauer; Tim Smith; Eric Christensen; Steve Thompson
Subject: Response to Public Comments

Paula,

I am addressing comments made by Dan Leahy and Judy Manley (*copied on this e-mail*) in their e-mails to you dated, August 22, 2018 and August 26, 2018, respectively. Specifically, they were discussing the change in text between the March 29, 2018 and July 23, 2018 Preliminary Drainage and Erosion Control Report's related to the overflow/bypass ditch that is intended to convey overflow stormwater runoff from the Wellington West stormwater pond through the subject site. Mr. Leahy states "...whether or not we or you should believe anything Chris Merritt certifies" and Ms. Manley states "...serious doubts about the credibility of Mr. Chris Merritt". I have been a licensed professional engineer for 17-years and do my best to look out for the safety, health, and welfare of the public. I am well respected by the community and take my profession very seriously.

I encourage Mr. Leahy, Ms. Manley, and others to keep in mind that the drainage report is "Preliminary" and that part of the city's preliminary land use process is to allow the public to comment on the application. While we do our best with due diligence in preparing the preliminary design materials, it is common that the public brings forth something that was previously unknown, they may provide useful clarification on something, and so on. That's the benefit of public review, it's encouraged, and it's welcomed.

As you probably know, I have been involved in this project since early 2005 and helped to take it through preliminary plat and construction plan approval at that time (roughly over a period of 2-years). During that 2-year period, I had not witnessed water flowing through the overflow ditch, I do not recall City of Olympia staff mentioning water flowing through the ditch, and I do not recall any neighbors mentioning water flowing through the ditch. To the best of my knowledge, the existing ditch through the subject parcel functions as intended. Regardless, the current design accounts for the anticipated flow through the ditch based on the drainage report and associated engineering calculations completed for the Wellington West project. The proposed ditch will be both wider and deeper and will have rock check dams to help slow the flow.

I hope this helps clarify the nature of the preliminary process and my commitment towards the engineering profession. Mr. Leahy and Ms. Manley are welcomed to contact me directly if they have any further questions or comments.

Thanks,

Chris Merritt, PE



PO Box 12690
Olympia, WA 98508-2690
360.705.2474

Paula Smith

From: Joanna Brieese <brie0035@yahoo.com>
Sent: Tuesday, September 18, 2018 6:16 AM
To: Paula Smith; Keith Stahley; Tim Smith; Jeff Fant; Steve Thompson; Cari Hornbein
Subject: Wellington West

Dear Staff,

I am emailing to restate my opposition to this project. I am a SW neighborhood resident. The Wellington West development will take away the last natural buffer between the southwest side and the highway. That will diminish the quality of life for the current residents. It will also take away the habitat of the animals residing on that plot. The impact of that is not known and should be studied more closely. Other, more concrete effects are the storm water overflowing onto the automall and putting precious tax revenue to the city at risk. Also, the traffic through the neighborhood will increase tremendously resulting in diminished quality of life for current residents such as myself and my children. Cars some flying down 7th to Percival as traffic is now.

When the new comment deadlines? Also, when is or was the completion of the review of new submittals?.

Thank you,
Joanna Brieese

Paula Smith

From: JOAN HARLOW <joanderbyharlow@comcast.net>
Sent: Friday, September 21, 2018 5:33 PM
To: Paula Smith
Subject: Proposed Wellington West Project

Ms. Smith -

As a SW Olympia neighborhood resident and party of record on Alex Vo's plans to install more houses here, I am writing to encourage you and your staff to reject his "Wellington West" proposal. Its' inconsistencies with the Comprehensive Plan are very concerning. Inadequate street access to the project alone should be enough to deny it.

As a property tax payer, I am counting on you to look after the interests of Olympia's residents and shield us from potential for-profit exploitation of a valuable resource -- our homes.

Sincerely,

Joan C. Harlow

603 Percival St SW

Olympia. WA 98502

Paula Smith

From: LAURA CANNON <lauracannon@comcast.net>
Sent: Monday, September 24, 2018 9:59 AM
To: Paula Smith
Subject: Wellington Heights

September 23, 2018

Paula Smith and Staff,

I am writing to remind you that your responsibility as city staff is to uphold the Olympia Comprehensive Plan. The proposed Wellington Heights development opposes the plan's guidelines.

From Chapter 2 of the Comprehensive Plan: Community Values and Visions:

"Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens in neighborhoods, downtown, and along our shorelines."

Destroying the urban green space that buffers a thriving, diverse, neighborhood from a commercial auto mall and developing the space with fifty-six single family homes, that the current road infrastructure cannot effectively accommodate, is not aligned with the values and vision of the plan.

Please honor the Olympia Comprehensive Plan and reject the Wellington Heights development proposal.

Sincerely,

Laura Cannon

1201 4th Ave W

Olympia, WA 98502

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Monday, September 24, 2018 6:39 PM
To: Paula Smith
Cc: Jeff Fant; Tim Smith; Cari Hornbein; Steve Thompson; Keith Stahley
Subject: Re: Minimum standards

Thanks, Paula. You're working late.

I'm anxious to see how the city's engineers demonstrate that Mr. Merritt's claims, such as there were no bodies of water related to the Wellington Heights, stand up to their scrutiny of the City's quite complex minimum standards.

I really doubt "minimum standards" include fiction, but maybe it's allowed for representatives of "the development community." I hope not

Where the difficulty is for both City staff and community members is that "many minimum standards" that are "complex" and "too long to list" is an acknowledgement that there are in practice no minimum standards.

I've reviewed the EDDS several times for other city projects and found out of date discrepancies such as the presence of a no longer existent "Decatur Connection" several years after the Council had removed it.

Perhaps also, the staff's own violations of these same "complex too long to list minimum standards," as in the 7Eleven debacle, is yet another indication that there are in practice no minimum standards.

Of course, it is not my job, but that of city engineers to ensure our community is not prey to predatory developers and their incompetent consultants based on their understanding of the Council's articulated public interest.

Steve Thompson wrote to me that I could hire my own expert engineers. Actually, as far as I and my neighbors understand, we have already have engineering expertise working for us, ie., City of Olympia engineers. Is this not the case? I doubt developers' fees cover the cost of their salaries and benefits.

Thanks again, Paula.

Dan

Cc: SWONA officers
Parties of Record

Sent from my iPhone

On Sep 24, 2018, at 5:09 PM, Paula Smith <psmith@ci.olympia.wa.us> wrote:

Dan, thank you for being patient as I looked into your request.

Steve Thompson, Water Resource Engineer indicates that there are many minimum standards that are quite complex and they are too long to list. He indicates that you can access the details of such in the following places:

- Core Requirements (minimum standards) are outlined in Volume 1 – Chapter 2 of the DDECM, and
- Supporting documentation about how to comply with those requirements are found in the remainder of Volume 1 of the DDECM; Volumes 2 through 5 of the DDECM;
- City's Engineering Design and Development Standards (EDDS);
- Washington State Department of Ecology's 2012 Stormwater Management Manual for Western Washington; and other sources that are referenced in the above policy documents.

The Engineering and Development Standards (EDDS) and Drainage Design and Erosion Control Manual (DDECM) can be access here: <https://www.codepublishing.com/WA/Olympia/>

The Environmental Checklist signature indicates that the answers are true and correct to the best of their knowledge.

City staff will address the standards and whether or not the project meets them as part of the formal review and will be reflected within the staff report to the hearings examiner.

At this time, a hearing has not been scheduled.

Sincerely,
Paula

From: Dan Leahy <danleahy43@yahoo.com>

Sent: Friday, September 14, 2018 3:12 PM

To: Paula Smith <psmith@ci.olympia.wa.us>; Tim Smith <tsmith@ci.olympia.wa.us>; Keith Stahley <kstahley@ci.olympia.wa.us>; Steve Thompson <sthompso@ci.olympia.wa.us>; Jeff Fant <jfant@ci.olympia.wa.us>; Cari Hornbein <chornbei@ci.olympia.wa.us>

Subject: Minimum standards

Hi Paula,

Chris Merritt certifies that his March 29th and July 23rd drainage reports on Wellington Heights "meets minimum standards of the City of Olympia..." I assume his signature on his environmental checklists for this same project also means these checklists meet these same standards.

Please send me a copy of these minimum standards. I had asked for them previously.

Also, if City staff have certified that these reports meet these minimum standards, please send me a copy of your notice to Mr. Merritt.

I'm assuming based on factual errors and omissions in these reports and checklists, they cannot possibly meet "minimum standards."

However, in order to make that judgement I need a copy of your minimum standards.

Thank you.

Dan Leahy, Party of Record

Cc: 147 Parties of Record
SWONA
Decatur Raiders
Bruce Titus

Sent from my iPad

On Sep 14, 2018, at 1:15 PM, Chris Merritt <chris@olyeng.com> wrote:

Paula,

I am addressing comments made by Dan Leahy and Judy Manley (*copied on this e-mail*) in their e-mails to you dated, August 22, 2018 and August 26, 2018, respectively. Specifically, they were discussing the change in text between the March 29, 2018 and July 23, 2018 Preliminary Drainage and Erosion Control Report's related to the overflow/bypass ditch that is intended to convey overflow stormwater runoff from the Wellington West stormwater pond through the subject site. Mr. Leahy states "...whether or not we or you should believe anything Chris Merritt certifies" and Ms. Manley states "...serious doubts about the credibility of Mr. Chris Merritt". I have been a licensed professional engineer for 17-years and do my best to look out for the safety, health, and welfare of the public. I am well respected by the community and take my profession very seriously.

I encourage Mr. Leahy, Ms. Manley, and others to keep in mind that the drainage report is "Preliminary" and that part of the city's preliminary land use process is to allow the public to comment on the application. While we do our best with due diligence in preparing the preliminary design materials, it is common that the public brings forth something that was previously unknown, they may provide useful clarification on something, and so on. That's the benefit of public review, it's encouraged, and it's welcomed.

As you probably know, I have been involved in this project since early 2005 and helped to take it through preliminary plat and construction plan approval at that time (roughly over a period of 2-years). During that 2-year period, I had not witnessed water flowing through the overflow ditch, I do not recall City of Olympia staff mentioning water flowing through the ditch, and I do not recall any neighbors mentioning water flowing through the ditch. To the best of my knowledge, the existing ditch through the subject parcel functions as intended. Regardless, the current design accounts for the anticipated flow through the ditch based on the drainage report and associated engineering calculations completed for the Wellington West project. The proposed ditch will be both wider and deeper and will have rock check dams to help slow the flow.

I hope this helps clarify the nature of the preliminary process and my commitment towards the engineering profession. Mr. Leahy and Ms. Manley are welcomed to contact me directly if they have any further questions or comments.

Thanks,

Chris Merritt, PE

<image002.jpg>

PO Box 12690

Olympia, WA 98508-2690

360.705.2474

www.olyeng.com

Paula Smith

From: Joel Greene <joelgreeneoly@gmail.com>
Sent: Tuesday, October 16, 2018 7:36 PM
To: Paula Smith
Cc: Leahy Bethany Widener & Dan
Subject: Re: Reject Vo's Automall Mansions (dba Wellington Heights)

Dear Paula,

I'm a long-time resident of the westside, and former member and officer of the Westside Neighborhood Association before it became SWONA (Southwest Olympia Neighborhood Association).

I heartily concur with Dan Leahy's email below. Vo's Automall proposal makes no sense and is incompatible with the neighborhood. Please, please reject Vo's Automall proposal at the Site Plan Review Committee meeting scheduled for October 24th.

Thank You,
Joel

Joel Greene

On Oct 16, 2018, at 7:11 PM, Dan Leahy <danleahy43@yahoo.com> wrote:

Dear Paula,

I hope all my neighbors will send an email to you stating their opposition to this project and asking the staff to reject this proposal at its Site Plan Review Committee meeting on the 24th at 9:00 am. I certainly think you should reject it.

Indeed, there is no basis upon which this project should even be considered, let alone approved and there is certainly no basis upon which a "determination of significance or non-significance" could be issued by the City's environmental officer given the history of erroneous, inconsistent and incomplete engineering reports submitted by Vo over the past year.

No clearer reason exists for the project's rejection than the October 10th email from Vo's engineer, Chris Merritt, to City Engineer Jeff Fant indicating that neither Vo nor his engineer have any feasible plan for dealing with the site's drainage problems. (email pasted below).

First, Vo and his Engineer in their environmental checklist stated to the amazement of our neighborhood that there was no water bodies related to this project. Neighbors pointed out that there was a massive retention pond in Wellington West that drained into the 9.4 acres, that a stream carried water the full length of the site north to south and this storm water eventually entered Percival Creek. How could an Engineer who attests to his familiarity with this site over the past several years have missed all of this when any conscious person could see it even without an engineering certificate. Do the City's "minimum standards" that a consultant's submissions are supposed to meet include fiction writing?

Then, Vo and his Engineer corrected their flagrant omission by acknowledging the existence of the retention pond and the stream (but not Percival Creek), and stated that the proposed on-site infiltration system would absorb all the storm water from the both Wellington West and Wellington Heights. Neighbors pointed out that these infiltration systems clog and overflow and that this one was located in the SW corner of the site just above a failing 10 foot embankment that seeps storm water onto adjacent property.

Neighbors even provided the city with a video of this seeping embankment flooding the service department of the Chrysler/Jeep dealership. (Amazingly, this video had already been submitted to the City prior to Vo's land use application. Nonetheless, neighbors had to resubmit it so City engineers would consider it).

Now Vo and his engineer have acknowledged this failing embankment by proposing an elaborate piping system running the full length of the dealership (east to west) ending in the NW corner of the dealership and then running south. "Running south" means warm storm water to Percival Creek, a fact they still do not acknowledge. Without such acknowledgment or assessment, no threshold determination of environmental impact can be made.

Amazingly, neither Vo nor his Engineer nor the City have permission for this piping system from the property owner so their latest proposal to deal with drainage is purely speculative, aspirational and provides no legitimate basis for approval by the City.

Thus, there is no viable storm water drainage plan and no basis for a threshold environmental determination by the City's environmental officer. Staff should reject Vo's application.

For over a year, neighbors and its association (SWONA) have stated numerous other reasons why this project is incompatible with our neighborhood and should be rejected by the City's CP&D. Although most of our reasons have all been stated before, here's a list, as I understand them.

I encourage all Parties of Record to join in, add to or correct this list:

1. Discriminatory Planning Process. We were continually denied observer status for SWONA at scoping meetings for storm water and drainage, while people who don't even live in the city were given preferential treatment via private meetings with the city staff we pay for. When the City intentionally ignores community knowledge in the early planning stages, it leads to needless conflict with its own citizens.
2. Discriminatory Planning Process. Despite the public expression of interest on the part of our neighborhood -- 90 householders opposing the development, a resolution of opposition by SWONA and 147 official parties of record from our neighborhood, 145 of whom oppose the project, the City Staff decided to hold its "informational meeting" outside our neighborhood at City Hall. The neighborhood was forced to hold its own informational meeting in Wellington West which was attended by over 70 residents. Again, the City intentionally ignored our requests for a meeting in the affected neighborhood and absented themselves from community knowledge.
3. Discriminatory Planning Process. The City staff have held and planned private, unannounced meetings with an off site property owner and yet has never proposed to meet with SWONA representatives, despite its status as an official, city-recognized neighborhood association.
4. No Demonstrated Financial Viability of Proponent. The City has again refused to investigate or assess the financial viability of a land turnover speculator, this time Alex Vo. Alex Vo's main public presence in our community consists of Chapter 11 Bankruptcies. Alex Vo does not even own the site in question, although the City acts as if he does. It is the height of fiscal irresponsibility for the City to waste our time, city staff time and endanger the loss of \$1.3 million in sales tax revenue by considering a proposal by this bankruptcy specialist. We found no bank in Olympia that would finance 56 homes for Alex Vo. Clearly, his intent is to gain City planning approval as his only saleable asset. Don't give it to him, please.
5. Fern Street Failure. Fern street south of 9th avenue southwest is the main ingress/egress for this proposed project. Fern street from 9th avenue to 14th avenue is a narrow, substandard neighborhood street with no shoulder and no continuous sidewalk that already poses a continual danger to low income residents as they walk to the bus stop at 9th and Fern or negotiate traffic at the stop sign. Jamming more cars and more traffic onto this already broken street is direct assault on pedestrians, the affordable housing complexes like Evergreen Vista and the livability of our neighborhood.
6. Violation of the Pedestrian/Bike Pathway and the Comprehensive Plan. Included in Vo's street plan for Wellington Heights is the proposed opening of the Decatur Pedestrian/Bike Pathway to automobile traffic by extending 18th Avenue SW east to the middle of the Pathway, just south of Mrs. Johnson's home. This opening will turn Decatur street into a major ingress and egress to Wellington Heights. Opening the Decatur connection to automobile traffic was removed from the Comprehensive Plan by the City Council. Neither the staff nor Mr. Vo have the right to open it up to automobile traffic.
7. Cut Through Traffic and Neighborhood Viability. For the past eighteen years, this neighborhood, its Association and the majority of its 800 single family households have opposed the opening of Decatur SW and 16th at Fern to automobile traffic. One of the main reasons this neighborhood is so safe, walkable and pleasant is that its southern border is closed to automobile traffic. The placement of 56 high priced/market rate houses with two car garages and Fern Street as its only outlet will lead to demands for opening our southern border to cars. Spend an hour at a stop sign on Decatur, Milroy or Cushing between 4th and 9th to see just how dangerous cut through traffic already is to pedestrians, kids going to school

or seniors who aren't fast enough to get out of the way as cut through drivers race mindlessly in or out of downtown Olympia blowing stop signs in our neighborhood.

8. Disruption of Wellington West. The 110 households that make up the Wellington West section of our neighborhood enjoy a very quiet and secure neighborhood, especially since we successfully closed 16th and Fern to automobile traffic. The proposed multi-year construction phase of this project will turn its narrow streets (Division and Fern) into conduits for construction equipment. The elimination of the 9.4 acre buffer to the auto mall will increase its noise and air pollution. Its many alleys will become alternative routes for frustrated drivers trying to get out of a clogged Fern or Division street. It makes little sense to destroy this neighborhood for a project that doesn't belong there.

9. Affordability. Is this a City policy goal? There is nothing affordable about the homes Alex Vo says he will build and sell at market rates. Nor will the construction of those proposed homes reduce homelessness. Just recently an 844 sf home sold in our neighborhood for \$298,400. Homes in our neighborhood are selling at \$80 to \$100 thousand above assessed value with sale prices hovering just under \$400,000 as wage rates remain stagnant if not deteriorating. There is no "market remedy" for affordability or for people in need of a home.

Please reject this application.

Dan Leahy, Party of Record
1415 6th Avenue SW
Olympia, WA. 98502

cc: Parties of Record
SWONA Officers
Decatur Raiders

From: Chris Merritt <chris@olyeng.com> Sent: Wednesday, October 10, 2018 4:13 PM To: Jeff Fant Cc: Steve Thompson; Paula Smith Subject: By-Pass Flow Conveyance - Amended Plan Attachments: Prelim Drainage Plan Amendment.pdf
Follow Up Flag: Follow up Flag Status: Flagged
Jeff,

Attached is an amended drainage plan. We increased the storm pipe size to 36" diam. for an additional safety factor and to enable us to shallow up the pipe slope to 2%. At a 2% slope, the 36" pipe can convey up to 100-cfs. Also, we shifted the 36" pipe inlet location easterly to line up with the end of the north-south conveyance ditch and we shifted the outfall location westerly so it's contained entirely within the existing off-site easement.

Design details on the inlet headwall and outfall protection will be provided in the future construction plans.

Please let me know if you have any questions or comments.

Thanks,

Chris

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Tuesday, October 16, 2018 7:11 PM
To: Paula Smith; Jeff Fant; Steve Thompson; Keith Stahley; Tim Smith
Cc: Cheryl Selby; Nathaniel Jones; Jessica Bateman; Clark Gilman; Renata Rollins; Lisa Parshley
Subject: Reject Vo's Automall Mansions (dba Wellington Heights)

Dear Paula,

I hope all my neighbors will send an email to you stating their opposition to this project and asking the staff to reject this proposal at its Site Plan Review Committee meeting on the 24th at 9:00 am. I certainly think you should reject it.

Indeed, there is no basis upon which this project should even be considered, let alone approved and there is certainly no basis upon which a "determination of significance or non-significance" could be issued by the City's environmental officer given the history of erroneous, inconsistent and incomplete engineering reports submitted by Vo over the past year.

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8. Disruption of Wellington West. The 110 households that make up the Wellington West section of our neighborhood enjoy a very quiet and secure neighborhood, especially since we successfully closed 16th and Fern to automobile traffic. The proposed multi-year construction phase of this project will turn its narrow streets (Division and Fern) into conduits for construction equipment. The elimination of the 9.4 acre buffer to the auto mall will increase its noise and air pollution. Its many alleys will become alternative routes for frustrated drivers trying to get out of a clogged Fern or Division street. It makes little sense to destroy this neighborhood for a project that doesn't belong there.

9. Affordability. Is this a City policy goal? There is nothing affordable about the homes Alex Vo says he will build and sell at market rates. Nor will the construction of those proposed homes reduce homelessness. Just recently an 844 sf home sold in our neighborhood for \$298,400. Homes in our neighborhood are selling at \$80 to \$100 thousand above assessed value with sale prices hovering just under \$400,000 as wage rates remain stagnant if not deteriorating. There is no "market remedy" for affordability or for people in need of a home.

Please reject this application.

Dan Leahy, Party of Record
1415 6th Avenue SW
Olympia, WA. 98502

cc: Parties of Record
SWONA Officers
Decatur Raiders

From: Chris Merritt <chris@olyeng.com> Sent: Wednesday, October 10, 2018 4:13 PM To: Jeff Fant Cc: Steve Thompson; Paula Smith Subject: By-Pass Flow Conveyance - Amended Plan Attachments: Prelim Drainage Plan Amendment.pdf
Follow Up Flag: Follow up Flag Status: Flagged
Jeff,

Attached is an amended drainage plan. We increased the storm pipe size to 36" diam. for an additional safety factor and to enable us to shallow up the pipe slope to 2%. At a 2% slope, the 36" pipe can convey up to 100-cfs. Also, we shifted the 36" pipe inlet location easterly to line up with the end of the north-south conveyance ditch and we shifted the outfall location westerly so it's contained entirely within the existing off-site easement.

Design details on the inlet headwall and outfall protection will be provided in the future construction plans.

Please let me know if you have any questions or comments.

Thanks,

Chris

Paula Smith

From: Karen Messmer <karen@karenmessmer.com>
Sent: Tuesday, October 16, 2018 7:56 AM
To: Paula Smith; Sophie Stimson; Michelle Swanson
Subject: Wellington Heights, 2000 Block 18th Ave SW, 18-1315 at SPRC

Paula,

This new development near the auto mall opens up opportunities for connectivity for streets or especially for people who walk and bicycle.

How can this development connect to the Decatur pathway or perhaps open a new walking/cycling connection to the auto mall area? The connectivity is important because there are jobs, some services and different bus service in the auto mall area. The parts of our EDDS where connections must be made for bike/ped even if a full street is not completed could likely apply here.

This area is sorely lacking in connectivity and has lost grid pattern over time. The right of way dedications are very important.

Karen Messmer
Olympia Safe Streets Campaign

Paula Smith

From: Ann M. Vandeman <amvandeman@gmail.com>
Sent: Wednesday, October 17, 2018 3:55 AM
To: Paula Smith
Cc: Jeff Fant; Steve Thompson; Keith Stahley; Tim Smith; Cheryl Selby; Nathaniel Jones; Jessica Bateman; Clark Gilman; Renata Rollins; Lisa Parshley; Dan Leahy
Subject: Re: Reject Wellington Heights proposal

Dear Paula,

As a party of record on the Wellington Heights proposal and a resident of the SW neighborhood I want to once again register my strong opposition to this proposed development. I agree with all of the points laid out in Dan Leahy's email, below. I sat in the meeting where Vo's engineer claimed the development would cause no runoff because all water would be absorbed on site. They made this claim despite empirical evidence in photos and testimony from the adjacent car dealership that rainfall currently drains off the property. Now, in response to this evidence and our objections they submit a plan calling for what is essentially a three foot diameter culvert to carry what is according to Vo nonexistent drainage off the property to Percival creek?!? I am appalled at the prospect of my city accepting this as a plan consistent with our responsibility to protect and enhance precious streams flowing into the already threatened bay. You cannot represent yourself as a city government that values and cares for the environment and accept this plan.

As I have said before in stating my objection to Vo's development proposal, the site is inappropriate for the density of housing proposed. Past planning decisions, such as creating a huge expanse of paved automall and office park at the southern end of a residential neighborhood with no buffer or transition, make this addition totally inconsistent with preserving the livable quality of the SW neighborhood, for its people and its wildlife. The neighborhood is currently a wonderful mix of single family, multiplex, and apartment dwellers, owners and renters. We have everything from affordable housing for very low income families to small estates and view properties. What the neighborhood needs from the city are improvements that actually increase safety, walkability, and access to public transit, protect our natural environment and build a sense of place and community. How about spending our tax dollars on that, rather than accomodating such poorly designed proposals from developers with no experience creating successful projects that actually produce the benefits your city residents want and need?

Thank you for the opportunity to comment.

Ann Vandeman
1609 6th Ave SW

On Tue, Oct 16, 2018, 10:11 PM Dan Leahy <danleahy43@yahoo.com> wrote:
Dear Paula,

I hope all my neighbors will send an email to you stating their opposition to this project and asking the staff to reject this proposal at its Site Plan Review Committee meeting on the 24th at 9:00 am. I certainly think you should reject it.

Indeed, there is no basis upon which this project should even be considered, let alone approved and there is certainly no basis upon which a "determination of significance or non-significance" could be issued by the City's environmental officer given the history of erroneous, inconsistent and incomplete engineering reports submitted by Vo over the past year.

No clearer reason exists for the project's rejection than the October 10th email from Vo's engineer, Chris Merritt, to City Engineer Jeff Fant indicating that neither Vo nor his engineer have any feasible plan for dealing with the site's drainage problems. (email pasted below).

First, Vo and his Engineer in their environmental checklist stated to the amazement of our neighborhood that there was no water bodies related to this project. Neighbors pointed out that there was a massive retention pond in Wellington West that drained into the 9.4 acres, that a stream carried water the full length of the site north to south and this storm water eventually entered Percival Creek. How could an Engineer who attests to his familiarity with this site over the past several years have missed all of this when any conscious person could see it even without an engineering certificate. Do the City's "minimum standards" that a consultant's submissions are supposed to meet include fiction writing?

Then, Vo and his Engineer corrected their flagrant omission by acknowledging the existence of the retention pond and the stream (but not Percival Creek), and stated that the proposed on-site infiltration system would absorb all the storm water from the both Wellington West and Wellington Heights. Neighbors pointed out that these infiltration systems clog and overflow and that this one was located in the SW corner of the site just above a failing 10 foot embankment that seeps storm water onto adjacent property.

Neighbors even provided the city with a video of this seeping embankment flooding the service department of the Chrysler/Jeep dealership. (Amazingly, this video had already been submitted to the City prior to Vo's land use application. Nonetheless, neighbors had to resubmit it so City engineers would consider it).

Now Vo and his engineer have acknowledged this failing embankment by proposing an elaborate piping system running the full length of the dealership (east to west) ending in the NW corner of the dealership and then running south. "Running south" means warm storm water to Percival Creek, a fact they still do not acknowledge. Without such acknowledgment or assessment, no threshold determination of environmental impact can be made.

Amazingly, neither Vo nor his Engineer nor the City have permission for this piping system from the property owner so their latest proposal to deal with drainage is purely speculative, aspirational and provides no legitimate basis for approval by the City.

Thus, there is no viable storm water drainage plan and no basis for a threshold environmental determination by the City's environmental officer. Staff should reject Vo's application.

For over a year, neighbors and its association (SWONA) have stated numerous other reasons why this project is incompatible with our neighborhood and should be rejected by the City's CP&D. Although most of our reasons have all been stated before, here's a list, as I understand them.

I encourage all Parties of Record to join in, add to or correct this list:

1. Discriminatory Planning Process. We were continually denied observer status for SWONA at scoping meetings for storm water and drainage, while people who don't even live in the city were given preferential treatment via private meetings with the city staff we pay for. When the City intentionally ignores community knowledge in the early planning stages, it leads to needless conflict with its own citizens.
2. Discriminatory Planning Process. Despite the public expression of interest on the part of our neighborhood -- 90 householders opposing the development, a resolution of opposition by SWONA and 147 official parties of record from our neighborhood, 145 of whom oppose the project, the City Staff decided to hold its "informational meeting" outside our neighborhood at City Hall. The neighborhood was forced to hold its own informational meeting in Wellington West which was attended by over 70 residents. Again, the City intentionally ignored our requests for a meeting in the affected neighborhood and absented themselves from community knowledge.
3. Discriminatory Planning Process. The City staff have held and planned private, unannounced meetings with an off site property owner and yet has never proposed to meet with SWONA representatives, despite its status as an official, city-recognized neighborhood association.
4. No Demonstrated Financial Viability of Proponent. The City has again refused to investigate or assess the financial viability of a land turnover speculator, this time Alex Vo. Alex Vo's main public presence in our community consists of Chapter 11 Bankruptcies. Alex Vo does not even own the site in question, although the City acts as if he does. It is the height of fiscal irresponsibility for the City to waste our time, city staff time and endanger the loss of \$1.3 million in sales tax revenue by considering a proposal by this bankruptcy specialist. We found no bank in Olympia that would finance 56

homes for Alex Vo. Clearly, his intent is to gain City planning approval as his only saleable asset. Don't give it to him, please.

5. Fern Street Failure. Fern street south of 9th avenue southwest is the main ingress/egress for this proposed project. Fern street from 9th avenue to 14th avenue is a narrow, substandard neighborhood street with no shoulder and no continuous sidewalk that already poses a continual danger to low income residents as they walk to the bus stop at 9th and Fern or negotiate traffic at the stop sign. Jamming more cars and more traffic onto this already broken street is direct assault on pedestrians, the affordable housing complexes like Evergreen Vista and the livability of our neighborhood.

6. Violation of the Pedestrian/Bike Pathway and the Comprehensive Plan. Included in Vo's street plan for Wellington Heights is the proposed opening of the Decatur Pedestrian/Bike Pathway to automobile traffic by extending 18th Avenue SW east to the middle of the Pathway, just south of Mrs. Johnson's home. This opening will turn Decatur street into a major ingress and egress to Wellington Heights. Opening the Decatur connection to automobile traffic was removed from the Comprehensive Plan by the City Council. Neither the staff nor Mr. Vo have the right to open it up to automobile traffic.

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Please reject this application.

Dan Leahy, Party of Record
1415 6th Avenue SW
Olympia, WA. 98502

cc: Parties of Record
SWONA Officers
Decatur Raiders

From: Chris Merritt <chris@olyeng.com> Sent: Wednesday, October 10, 2018 4:13 PM To: Jeff Fant Cc: Steve Thompson; Paula Smith Subject: By-Pass Flow Conveyance - Amended Plan Attachments: Prelim Drainage Plan Amendment.pdf
Follow Up Flag: Follow up Flag Status: Flagged
Jeff,

Attached is an amended drainage plan. We increased the storm pipe size to 36" diam. for an additional safety factor and to enable us to shallow up the pipe slope to 2%. At a 2% slope, the 36" pipe can convey up to 100-cfs. Also, we shifted

the 36" pipe inlet location easterly to line up with the end of the north-south conveyance ditch and we shifted the outfall location westerly so it's contained entirely within the existing off-site easement.

Design details on the inlet headwall and outfall protection will be provided in the future construction plans.

Please let me know if you have any questions or comments.

Thanks,

Chris

Paula Smith

From: clayton woods <clwoods2010@hotmail.com>
Sent: Wednesday, October 17, 2018 11:00 AM
To: Paula Smith
Subject: Reject Vo's Automall Mansions (dba Wellington Heights)

Greetings,

I recently read Dan's above titled letter to you and wanted to let you know that I wholeheartedly agree with him and the sentiments contained therein.

I have witnessed numerous close calls involving law abiding pedestrians and fast moving autos passing though our neighborhood/ around the borders of our neighborhood and believe that more traffic on our narrow little streets is ill advised. I have even witnessed an incident in which a small girl was struck by car near Fern and 13th, and carry the memory of watching her writhe in pain on the asphalt while her mother ran screaming toward her.

There is already too much traffic in our neighborhood; allowing more will result in disaster.

Mr. Leahy has covered many other valid points that are also of concern to myself and other homeowners, but the safety of our children is of greatest concern to me.

Kindly take this matter seriously.

Thank you,
Clayton.

Paula Smith

From: Angela Rush <arushangela@gmail.com>
Sent: Thursday, October 18, 2018 11:49 AM
To: Paula Smith
Cc: Jeff Fant; Steve Thompson; Keith Stahley; Tim Smith; Cheryl Selby; Nathaniel Jones; Jessica Bateman; clarkgilman@gmail.com; Renata Rollins; lisa.parshley@ovccpets.com
Subject: Proposed development, Wellington Heights

Paula,

I am one of the Parties of Record for the proposed Wellington Heights development, 2000 Block 18th Ave SW, 18-1315, and am writing to express my strong opposition to this project.

There seem to be multiple difficult issues existent in the Wellington Heights development project, and none of them appear to present a successful outcome.

Congestion and traffic flow may top the list of issues. Fern Street SW is already a very busy and narrow roadway, and it is the main entrance and exit for residents of the area. There is no sidewalk from 9th Avenue to approximately 14th Avenue, and pedestrians have little to no safe walking space. Adding a large number of residences to an already densely built area would bring a marginal, and likely substandard, street to its knees along with the safety and livability of the neighborhood overall.

The proposed solution of opening of the Decatur Pedestrian/Bike Pathway as an additional roadway and connection is in direct violation of the City's Comprehensive Plan, which closed the road stem some years ago. In a time when pedestrian, bicycle, and public transportation need to be encouraged as a lifestyle change and planned into our built environment, this proposal seems to run directly counter to that need.

To this point in time, the Southwest neighborhood is and has been regarded as a highly livable area, with walkable and safe streets. In the areas closer to Fern Street SW and Decatur St from 14th to Harrison Streets, traffic is already becoming a steadily increasing challenge. Whole blocks of residents have resorted to placing Drive As Though Your Kids Live Here signs along the street as a barely plausible means of slowing those drivers who speed through, ignoring stop signs and the residential nature of the area.

Increasing density within the City's boundaries is a need that I acknowledge and support, but it needs to be accomplished wisely and sanely. There are areas of the City in which development or increasing density for density's sake are perhaps simply not suitable. Sensible and future-looking planning would seem best accomplished by City policies that firmly guide development, and developers especially, in the creation and maintaining of sustainable and livable neighborhoods.

The location of the parcels proposed for the Wellington Heights development seem by all facts presented to be highly unsuitable for the addition of 56 additional houses. It is unfortunate that this area has been painted into something of a development corner, and attempting now to force (or allow) an incompatible project into place would be wrongheaded and shortsighted.

I would ask that you do all possible to scrutinize this development very closely for its effects on the existing neighborhood, streets, and overall sustainability of our urban area. The City of Olympia has a prime opportunity before it to accomplish wise and effective growth within its boundaries, but not if that growth is unthought-out or blind to the current *and future* needs of each area or for the principles of livability, walkability, and a healthy environment. Consider rejecting the Wellington Heights project outright since it does not, in its current form, meet what need to be goals for livability and a vision for a healthy future.

Thank you,
Angela Rush
604 Cushing St SW
Olympia, WA 98502

Paula Smith

From: Bob Delastrada <bobdelastrada@gmail.com>
Sent: Thursday, October 18, 2018 2:53 PM
To: Paula Smith
Cc: Clark Gilman; Lisa Parshley; Jeff Fant; Tim Smith; Cheryl Selby; Jessica Bateman; Nathaniel Jones; Renata Rollins; Keith Stahley
Subject: Wellington Project

Dear Paula

I'm writing with urgency to register my objection to the proposal by Alex Vo. The basis for my note is simply to underscore the resistance from many of us in the SW neighborhood. We would like to believe our opinion matters in such an important determination. You are well aware of the issues pertaining to storm water, increases in traffic and destruction of the environment. I believe that the designers of the plan are lacking in concern for the community. If something eventually needs to be done with the property, it should be something that first targets the needs of the community and that the time is taken for people's approval. The current situation has an element of being forced on residents, involving a developer of unpopular reputation. To approve the proposal will erode trust in your department as caring for the welfare of our neighborhood. To conclude, with all due respects I'm asking you and your group to reject the Wellington Heights proposal!

Bob Delastrada
1516 Decatur St. SW

Paula Smith

From: Diane Mauerman <rdmauerman@gmail.com>
Sent: Thursday, October 18, 2018 9:37 AM
To: Paula Smith
Subject: Wellington West growth

Hello.

I recently received a copy of a letter sent to you by Dan Leahy,
I agree with everything he wrote,

I've lived in Wellington West 2 for 18 years and have fought hard to have a safe area for myself, my child, and my neighbors. Closing 16th was a major issue as cars would stream through here top speeds. Children and pedestrians had to be super vigilant about their safety. Leaving Fern St. to get onto 9th is a serious issue now. We don't need an additional 100+ cars streaming through/out of here. 9th SW is already an extremely busy street and we don't need to add to it.

I also have sent in my views on Mr. Vo's expansion dreams, and the City Council's wishes to allow the over-building of vacant properties. Wellington West is already experiencing problems with street parking (especially on Fern and Division). And, once again, we have a large number of children under 10 in our neighborhood (Wellington West 2). We don't need more vehicle traffic. And, important to consider, large vehicle traffic is already hindered due to the roundabouts and narrow streets. I speaking of school busses, Fed Ex trucks, and fire trucks.

Please give Mr. Leahy's letter a good deal of consideration. Look at each and every one of the nine issues he has listed. Don't just shelve them under a stack of files or dump the letter into File 13. They are all important and deserve careful consideration.

Thank you for taking the time to consider my requests and those of Mr. Leahy.

R. Diane Mauerman

Paula Smith

From: Derek Pohle <ddpohle@hotmail.com>
Sent: Thursday, October 18, 2018 10:38 AM
To: Paula Smith
Subject: Re: City of Olympia- Wellington Heights Proposal, Alex Vo

Paula,

It seems clear that Alex Vo's proposal has fatal flaws and is out of character with the existing neighborhood. It also seems clear that his intent is to gain City approval that he can then market, he does not own the property in question. There is also no significant nor reasonable way for the direct and pass-thru traffic to be mitigated to prevent significant negative impact to the immediate surrounding neighborhood. The City should deny approval or, require the development to match the existing character of the neighborhood and deal realistically with traffic and stormwater. Deference should be given to your tax/fee paying citizens before outside investors/land development speculators!

Sincerely,

Derek Pohle
2016 14th Ave SW
Olympia, WA 98502

Paula Smith

From: Angela Rush <arushangela@gmail.com>
Sent: Thursday, October 18, 2018 11:49 AM
To: Paula Smith
Cc: Jeff Fant; Steve Thompson; Keith Stahley; Tim Smith; Cheryl Selby; Nathaniel Jones; Jessica Bateman; clarkgilman@gmail.com; Renata Rollins; lisa.parshley@ovccpets.com
Subject: Proposed development, Wellington Heights

Paula,

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The proposed solution of opening of the Decatur Pedestrian/Bike Pathway as an additional roadway and connection is in direct violation of the City's Comprehensive Plan, which closed the road stem some years ago. In a time when pedestrian, bicycle, and public transportation need to be encouraged as a lifestyle change and planned into our built environment, this proposal seems to run directly counter to that need.

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Increasing density within the City's boundaries is a need that I acknowledge and support, but it needs to be accomplished wisely and sanely. There are areas of the City in which development or increasing density for density's sake are perhaps simply not suitable. Sensible and future-looking planning would seem best accomplished by City policies that firmly guide development, and developers especially, in the creation and maintaining of sustainable and livable neighborhoods.

The location of the parcels proposed for the Wellington Heights development seem by all facts presented to be highly unsuitable for the addition of 56 additional houses. It is unfortunate that this area has been painted into something of a development corner, and attempting now to force (or allow) an incompatible project into place would be wrongheaded and shortsighted.

I would ask that you do all possible to scrutinize this development very closely for its effects on the existing neighborhood, streets, and overall sustainability of our urban area. The City of Olympia has a prime opportunity before it to accomplish wise and effective growth within its boundaries, but not if that growth is unthought-out or blind to the current *and future* needs of each area or for the principles of livability, walkability, and a healthy environment. Consider rejecting the Wellington Heights project outright since it does not, in its current form, meet what need to be goals for livability and a vision for a healthy future.

Thank you,
Angela Rush
604 Cushing St SW
Olympia, WA 98502

Paula Smith

From: Mauri Shuler <maurishuler@me.com>
Sent: Thursday, October 18, 2018 11:12 AM
To: Paula Smith
Subject: oppose development proposal

I own a home in Wellington West on Fern St and I strongly oppose the Alex Vo proposal to build new homes south of our neighborhood.

The process was not open from the beginning. The neighborhood most effected was not given proper notice and inclusion. And the city did not hold informational meetings in our neighborhood. The city has not met with our neighborhood representatives.

I would like to know if the city has properly vetted the financial viability of the developer. His bankruptcies lead me to believe we might be left with a blighted neighborhood.

Fern Street cannot support the additional traffic that would be generated by this project. The Decatur connection that is proposed is in violation of the Comp Plan.

Has the SEPA analysis shown the real effect of destroying a natural buffer between single family homes and the highly commercial area of Auto Row?

This project will disrupt the peace of the neighborhood for years as these houses are constructed, adding heavy trucks to the traffic along our street and creating homes that are not affordable for the vast majority of people ... nor will it help solve the homeless crisis.

Mauri
206-819-3819

Paula Smith

From: Nancy Sullivan <synodis@gmail.com>
Sent: Thursday, October 18, 2018 7:38 PM
To: Paula Smith
Subject: Wellington Heights

Thank you very much for seeing that I was kept in the information loop. I read the new information submitted, and am dismayed at the storm water 'plans', which seem to send the storm water right in to the creek? Isn't that illegal? Won't it kill the creek? I walk by the block sized lake formed in Wellington Heights every winter when there are heavy rains, and it looks to me like there is a lake full of water being sent downhill in the "Wellington West" site. How can these drainage problems be dealt with BEFORE the project is approved after which the damages will be dumped on us city citizens to fix? If they even can be?

Please pass on to the city council and everyone involved that we need to deny this speculative project, which so clearly isn't in Olympia's best interests.

Sincerely,
Nancy Sullivan
1718 8th Ave SW

Paula Smith

From: Steven Kant <StevenK@workingsystems.com>
Sent: Wednesday, October 17, 2018 4:11 PM
To: Paula Smith; Jeff Fant; Steve Thompson; Keith Stahley; Tim Smith; Cheryl Selby; Nathaniel Jones; Jessica Bateman; Clark Gilman; Renata Rollins; Lisa Parshley
Subject: Wellington Heights Proposal

I am writing to urge the Site Plan Review Committee to reject this proposal.

The original documents were shoddy, incomplete, and incompetent. They did not include much of the required information and clearly demonstrated that the developers and their consultants were barely aware of the details of the site and the neighborhood.

The subsequent revisions are generally cosmetic and/or ridiculous. No real effort was made to deal with traffic problems; the proposals for stormwater drainage were profoundly ignorant.

If this proposal is approved, the development will contribute significantly to our neighborhood problems with traffic and stormwater. The plan will invalidate the work of our neighbors in creating the Decatur Pathway. If past history is any guide, there is a strong possibility of another fake bankruptcy by Alex Vo and another unfortunate trail of unpaid contractors.

Please reject this proposal. It only benefits the developers and consultants. It has no benefits for our neighborhood or the other residents of the city.

Sincerely,

Steven Kant

Home:
103 Thomas St NW
Olympia WA
360-561-5372

Business:
Owner, Working Systems Inc.
101 N. Capitol Way Ste 302
Olympia WA 98501
(360) 943-7640 x103
Toll-Free: (866) 396-6767 x103
Fax: (360) 943-0596
<http://www.workingsystems.com>

Paula Smith

From: Dan Leahy <danleahy43@yahoo.com>
Sent: Friday, October 19, 2018 9:46 AM
To: Paula Smith
Cc: Keith Stahley; Tim Smith; Jeff Fant; Steve Thompson; Cheryl Selby; Nathaniel Jones; Clark Gilman; Lisa Parshley; Jessica Bateman; Renata Rollins
Subject: No Site Acquisition by Vo/Leung

Hi Paula,

It has just come to my attention that there is no apparent agreement between the two owners (Coffee Creek LLC and Lemon Properties LLC) of the 9.4 acres to sell it as a unit to anyone.

I think your Department should ask Vo/Leung if in fact they have an agreement to purchase the entire 9.4 acres before proceeding with a Site Plan Review Committee.

Or perhaps you should ask the principals of these two LLCs whether there is an agreement between them to sell the 9.4 acres as a unit.

Don't you think this would make sense? It seems like the old cart is way out in front of the horse.

Why would the City consider approving use of a 9.4 acre site when there isn't one to be purchased?

Dan

Paula Smith

From: Sigrid Sechrist <sfsec1212@gmail.com>
Sent: Friday, October 19, 2018 3:44 PM
To: Paula Smith
Subject: Stop City Approval of Wellington Heights / 10/19/2018

Robert & Sigrid Sechrist
1405 Fern St. SW
Olympia, WA98502

Dear Paula Smith:

We vehemently and categorically oppose Ale Vo's proposal to build 56 market rate houses in the 9.4 acres south of Wellington West. This project is incompatible with our neighborhood. Fern Street south of 9th avenue southwest is the main ingress/egress for this proposed project. Fern Street south of 9th avenue is a narrow, substandard neighborhood street with no shoulder and no continuous sidewalk that already poses a continual danger to the low income residents as they walk to the bus stop at 9th and Fern or negotiate traffic at the stop sign. Jamming more cars and more traffic onto this already broken street is a direct assault on pedestrians, the affordable housing complexes like Evergreen Vista and the livability of our neighborhood.

For the past eighteen years, this neighborhood, its Association and the majority of its 800 single family households have opposed the opening of Decatur SW and 16th at Fern to automobile traffic. One of the main reasons this neighborhood is so safe, walkable and pleasant is that its southern border is closed to automobile traffic. The placement of 56 high priced /market rate with two car garages and Fern Street as its only outlet will lead to demands for opening our southern border to cars.

It is a disruption of Wellington West. The 110 households that make up the Wellington West section of our neighborhood enjoy a very quiet and secure neighborhood, especially since we successfully closed 16th and Fern to automobile traffic. The proposed multi-year construction phase of this project will turn its narrow street (Division and Fern) into conduits for construction equipment. The elimination of the 9.4 acre buffer to the auto mall will increase its noise and air pollution. Its many alleys will become alternative routes for frustrated drivers trying to get out of a clogged Fern or Division street. It makes little sense to destroy a lovely, peaceful neighborhood for a project that doesn't belong there. In fact, we view it as a pretense by Mr. Vo to "improve" the neighborhood by recklessly destroying our peaceful way of life.

Mr. Vo's proposal SHOULD NOT be approved!

Sincerely, Robert and Sigrid Sechrist

Paula Smith

From: Northwest Beerwerks <olympia@northwestbeerwerks.com>
Sent: Saturday, October 20, 2018 6:49 PM
To: Paula Smith
Cc: Tammy Williams
Subject: Opposed to Alex Vo's Proposal

I own a house on Fern Street and I am opposed to the proposal to build 56 houses south of Wellington West for the following reasons:

- 1- Fern Street is not large enough to safely manage the additional capacity or trips that 56 houses would add.
- 2- Increased through traffic
3. Disruption of the neighborhood.

I am happy to answer any questions pertaining to the impact of this proposal.

Thank you for your consideration.

Paula Smith

From: Tony Belesiotis <tonyb1963@comcast.net>
Sent: Sunday, October 21, 2018 9:15 AM
To: Paula Smith
Cc: danleahy43@yahoo.com
Subject: Proposal for Wellington Heights

10/21/2018

Dear Paula Smith,

I was shocked to hear that this proposal would even have a chance of going through after the experiences with having Fern street open to the auto mall. I had personally watched vehicle traffic treat Fern street like a major arterial attaining speeds of forty miles per hour or faster. Several times I had seen close calls where speeding traffic had almost run over children, seniors and pets. The police had to come to multiple fender benders at the round about at Fern and 15th avenue.

This proposal would absolutely destroy this very livable and quiet neighborhood. Mr. Leahy has laid out more than enough other reasons why this expansion of the neighborhood should not happen. I am sorry to say that it really appears as though the City is ignoring the incompetent efforts of this Vo's engineer. He has put forth information that isn't even accurate. How can you put forth viable solutions to the issues when you don't know what your talking about in the first place?

The question I have is who benefits from this proposal should it go through at the cost of the residents safety and well being? Because it sure isn't in the residents best interests. My work forces me to stay informed regarding the growth in Thurston County. I have watched new neighborhoods go up all over the place. The trend is to have limited size and access to a neighborhood so that primarily only the residents themselves provide the regular traffic besides necessary services. Residents of a neighborhood tend to actually obey the speed limits. Wellington West is already fully developed.

I have lived here since February of 2001. Should this proposal go through, I will be convincing my wife to sell and move on. This neighborhood will no longer be a viable place to live.

Sincerely,

Anthony Belesiotis

1614 Division St. SW

Olympia, Wa. 98502

Paula Smith

From: mark toy <mctoy6@hotmail.com>
Sent: Sunday, October 21, 2018 8:55 PM
To: Paula Smith
Cc: secamp2@gmail.com
Subject: Fwd: City of Olympia- Fern Street Townhomes
Attachments: 18-1686 Rvw Comments_1.pdf

Hi Paula - For the third time I am writing to you to voice our (Susan Camp and my) opposition to this project. The only update I have seen on the City of Olympia website since my last e-mail on this topic in August was a revision to the drainage plan that Dan Leahy has already commented on. The most recent site plan still has the 'future' road opening to Decatur which our community has already commented on. Again, I feel that the submittal underestimates construction and traffic impacts and am very disappointed that there have been no comments on the revised submittals by City Staff to Parties of Record. Those of us that live on Fern Street will see the brunt of the impacts from oversized construction vehicles on our narrow streets. I plan on attending the Wednesday Site Review Committee meeting and hope that City staff will take seriously the reservations of the immediate community in making their recommendations to the Hearing Examiner.

Begin forwarded message:

From: Paula Smith <psmith@ci.olympia.wa.us>
Subject: City of Olympia- Fern Street Townhomes
Date: September 27, 2018 at 8:44:51 AM PDT
To: mark toy <mctoy6@hotmail.com>

Mark- Sorry I had not responded to you, my apologies. The other project the city has issued out a request for additional information. See attached letter. If you have questions about that project, the lead planners contact information is on the letter.

Have a nice day.

Sincerely, Paula

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

From: mark toy <mctoy6@hotmail.com>
Sent: Wednesday, September 26, 2018 9:14 PM
To: Paula Smith <psmith@ci.olympia.wa.us>
Subject: Re: Wellington Heights

Hi Paula - Did not hear back from you so wondering about status of this project

On Aug 27, 2018, at 10:11 AM, Paula Smith <psmith@ci.olympia.wa.us> wrote:

Mark- I am not sure what the status of the other project is. I will check with the lead planner on that project.

Thanks Paula

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

From: mark toy <mctoy6@hotmail.com>
Sent: Sunday, August 26, 2018 4:41 PM
To: Paula Smith <psmith@ci.olympia.wa.us>
Subject: Wellington Heights

Hi Paula - Just to let you know, we are still opposed to this project. Going through documents now - does not look like much has changed.

Really feel this submittal underestimates construction impacts based on past experience with Little Tuscany and Evergreen Vista apartments, as well. I notice the signage for the 8 lot development next to Evergreen Vista has been taken down - has that change?

Implicit in the Wellington Heights submittal is future opening of Decatur and 16th/Fern which our neighborhood adamantly opposes.

Sincerely,

Mark Toy and Susan Camp
1527 Fern Street SW

Sent from my iPhone

Paula Smith

From: Steve Brink/Liz Dalton <stevenliz@comcast.net>
Sent: Monday, October 22, 2018 10:17 AM
To: Paula Smith
Subject: NO to the Wellington Heights development proposal

We have lived in a much remodeled home for 29 years directly above the Fourth Ave. bridge and round-about. We and our long-time neighbors on both sides of Fourth Ave. have all watched the traffic flow increase in volume as cars "cut through" up and down the hill that runs directly through to and from Division-therefore avoiding Harrison Ave.-the intended route to and from downtown and the Westside neighborhood.

The ill-conceived plans for opening additional traffic is a travesty for any and all of the neighborhoods that have been carefully developed over many years -accommodating the families who have raised their children and cared for their homes, in some cases as early as the 1920's.

We clearly understand the critical importance concerning water destruction, destroyed yards to enable road widening,

bumper to bumper cars waiting to get through the round-abouts, or sitting through several light changes waiting for clearance on 9th ave. To consider greatly expanding the housing here by extending roads and through-ways and paths for ground water is not exceptable under any planning effort.

We are a proud neighborhood; tax records reveal the long length of time this neighborhood has been one of the strong-holds that make Olympia great. Do not continue to support any consideration from Vo (current) or other non-invested (example: the engineering proposal concerning water issues) "contractor" .

Thank you

Liz Dalton/Steve Brink

125 Olympic Way NW

CC: Mark Toy

swona2007@yahoo.com

danleahy43@yahoo.com



October 22, 2018

Paula Smith
Lead Planner, Olympia Community Planning & Development Department
City of Olympia
PO Box 1967
Olympia, WA 98507

Re: Reject Wellington Heights development application

Dear Ms. Smith:

We urge the Olympia Community Planning & Development Department's Site Plan Review Committee to reject the Wellington Heights development application.

We were amazed at the amount of detail your office provided to the applicant in your 6/4/18 Land Use Review letter, Substantive Review Comments and other attachments. Clearly the planning professionals in your department know the City of Olympia codes quite well. Imagine our surprise when we saw the applicant's inability to submit a coherent, complete application revision addressing all the details, even after your professionals all but spoon-fed the city code requirements—using easy to understand references that resembled paint-by-number directions for a child's art project. And still we see, from your 10/12/18 email to the parties of record, that you allowed this incompetent development entity to submit additionally revised documents.

The Olympia Community Planning & Development Department's Site Plan Review Committee must reject the Wellington Heights 8/17/18 application revision and the additional application revisions your office received on 10/11/18.

The land use applicant and their engineer haven't adequately addressed the well-known, well-documented site drainage issues that will clearly affect the storm water flow from the Wellington West drainage pond to the stream running the full length of this site and Percival Creek. The proposed on-site filtration systems don't work, as evidenced by the failing 10 foot embankment that seeps storm water onto the adjacent property.

The Wellington Heights development application, along with all of its revised submittals, must be rejected. Please stop spending so much of the City of Olympia's resources on this pathetically flawed application!

We believe the Wellington Heights development application poses serious public health risk to the residents in our neighborhood and will lead to detrimental degrading of our environment from the inevitable additional traffic, air pollution, artificial light pollution, noise pollution, and water pollution. The planned development would put undue pressure on already overcrowded roads during peak travel hours. This parcel is a green space buffer between the southwest Olympia neighborhood and the commercial auto mall area. Do your job! Keep the buffer in place! Protect the southwest Olympia residents and our environment!

The applicant's street plan violates the Pedestrian/Bike Pathway and the City of Olympia Comprehensive Plan. Why would the City of Olympia proceed with a land use application that proposes an extension of 18th Avenue SW to the established Decatur Pedestrian/Bike Pathway? This plan would open our neighborhood to unacceptable traffic levels, which our neighborhood has strongly opposed for decades.

The Olympia Community Planning & Development Department's Site Plan Review Committee must make land use decisions consistent with our city's comprehensive plan values of increased urban green space and more routes for walking and biking.

We urge you to protect us, our neighbors, and our shared environment from the numerous unavoidable public safety risks the Wellington Heights development would generate. We urge you to reject the Wellington Heights land use application and the revised application documents.

Sincerely,



Linda Condon
1417 – 9th Ave. SW
Olympia WA 98502
360-481-4603
LMKCondon@gmail.com



Rick Hoonan
1417 – 9th Ave. SW
Olympia WA 98502
360-763-1031
RHoonan@gmail.com

cc: Olympia Mayor Cheryl Selby
Olympia Council Members

Paula Smith

From: sharcbyte@comcast.net
Sent: Tuesday, October 23, 2018 5:02 PM
To: Paula Smith
Subject: Wellington West says NO to VO

I am a resident of Wellington West and I want you to know I am disappointed that we are still fighting the proposed expansion of our subdivision by Alex Vo. Big issue#1: There are obvious drainage problems according to written documentation by Vo, his Engineer, Chris Merritt and our City engineer. Jeff Fant is aware that they have NO PLAN to deal with it.

On a personal note, we have many small children, domestic and wild animals and elderly in our neighborhood and traffic is very reasonable at this point but several years ago 16th St that leads people to and from the Auto Mall was opened and added massive traffic for people cutting through on their way home or others test driving cars. It became a freeway, ridiculous and totally unsafe. When I think of adding 56 houses with the potential of adding double that in additional cars, the traffic would be unmanageable and that is beyond what it would do to the quiet neighborhood people thought they were moving to years ago. There are information sheets available to you all about this guy and what he is trying to do. It is not pretty and I cannot believe anyone would work with him on a project so big and disturbing to the whole neighborhood association. Let's be fiscally responsible and with good common sense put this idea where it belongs, no where near us. Thanks for listening and hopefully understanding our passion for keeping our homes and families safe and secure.

Sincerely, Sharron and Don Cohen

1920 15th av, SW

Olympia, Wa. 98502

Paula Smith

From: Audrey Pitchford <marinazaira@comcast.net>
Sent: Tuesday, October 23, 2018 6:22 AM
To: Kenneth Haner
Cc: Paula Smith; Catherine McCoy
Subject: Re: City of Olympia - Site Plan Review Committee Agenda - October 24, 2018

Hi Ken, Paula and Catherine, my name is Audrey Pitchford and my husband, Greg Valenti, and I live at 1530 Division St. SW. This email is to voice our opposition to Mr. Alex Vo's proposal to develop land in Wellington West for the construction of 56 homes.

We have concerns that the environmental impact of this proposal has not been well-researched, and that this plan could have a negative impact on existing wildlife, water quality, and noise of this area. My understanding is that the existing plan does not take into account a significant-sized drainage pond in our neighborhood, between Division and Fern Streets and 15th-18th streets. This pond dries in the summer, but is full in the winter. It is unclear what the impact to the existing neighborhood would be if new construction were put in place, disregarding the existence of this pond.

We also have concerns about the impact of the resulting traffic to the existing neighborhood, if this plan were implemented. Currently, very few streets enter and exit this area. A series of alleyways serve existing homes such as ours, which have garages behind the homes. While "One way" signs are posted in the alleys, it is likely that, if this development went forward, resulting traffic frustrated by the limited street availability would soon turn to short-cutting down the alleys, creating safety impacts.

Please do not approve this project. Please require any developer to produce an accurate, well-researched environmental plan and traffic plan, with realistic, viable strategies to mitigate impacts. Thank you in advance for your consideration. Sincerely, Audrey Pitchford

On October 15, 2018 at 8:19 AM Kenneth Haner <khaner@ci.olympia.wa.us> wrote:

The Site Plan Review Committee Agenda for October 24, 2018 may be of interest to you.

You can view the agenda on the city website at the following link: [City of Olympia - Meeting of Site Plan Review Committee on 10/24/2018 at 9:00 AM](#)

Ken Haner
City of Olympia
PO Box 1967 | 601 4th Avenue | Olympia WA 98507
Phone: (360) 753-8735
Email: khaner@ci.olympia.wa.us

Paula Smith

From: Jack Eppert <jack.eppert@yahoo.com>
Sent: Monday, October 29, 2018 4:37 PM
To: Paula Smith
Subject: Wellington Heights project 18-1315

Ms. Smith,

I am in receipt of the letter dated October 26th regarding the Wellington Heights project. I would like the following comments to be added to the minutes of the meeting for the planners to consider.

My concern is about traffic flow from the new development. The SEPA determination states that "traffic calming devices" must be added to Fern St to help direct traffic to the less congested Decatur St. So the committee feels it is better to inconvenience the hundreds of residents already living along Fern St with these impediments than to open the new section of 18th St directly to Decatur St. At this point the opening of the street to Decatur would be funded by the developer. At a later date, when this connection becomes necessary, as it will, the cost will be borne by the city and ultimately the tax payers.

The planners need to take another look at this adjustment to the plan before giving final approval.

Other than this item, I am in total support of the proposed plan as adjusted by the planners.

Thank you for your consideration and for the great work on this project,

Jack L Eppert
1620 Cushing St SW.
Olympia, Wa. 98502.

Paula Smith

From: Bruce Titus <brucet@brucetitus.com>
Sent: Friday, November 02, 2018 3:48 PM
To: Paula Smith; Jeff Fant; Steve Thompson
Cc: Dan Leahy (danleahy43@yahoo.com)
Subject: FW: CJ
Attachments: 20181102151912363.pdf

Paula, I want to make sure that any development permit is conditioned upon my approval. I need to know EXACTLY what is going to happen on my property. It has been years with the city doing nothing about the runoff from Wellington Heights, that has damaged my property. There is also the maintenance of the ditch/culvert, that carries it's storm water. If they want to develop--- this is going to be FIXED once and for all. If the developer wants to meet , that is fine but I will not let anyone on my property , to do your purposed remedies. Whatever is agreed to by ME , will be in their SEPA permit.

If you need to contact me--- please do.
Thank You and have a great weekend

BT

Bruce Titus, President & CEO
Bruce Titus Automotive www.brucetitus.com
6221 Tacoma Mall Blvd, Tacoma 98409
o. (253) 284-0140 f. (253) 474-0805
e. brucet@brucetitus.com

"Count on Us, All Around the Sound"

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

From: tacexecscan@brucetitus.com [mailto:tacexecscan@brucetitus.com]
Sent: Friday, November 02, 2018 3:19 PM
To: Bruce Titus
Subject: CJ

This E-mail was sent from "TacomaExec" (MP 402SPF).

Scan Date: 11.02.2018 15:19:12 (-0700)
Queries to: tacexecscan@brucetitus.com