



Peter J. Eglick
eglick@ewlaw.net

January 4, 2019

Via email and U.S. Mail

Tim Smith
Principal Planner
City of Olympia
Community Planning & Development
601 4th Avenue E, 2nd Floor
Olympia, WA 98501

Paula Smith
Associate Planner
City of Olympia
Community Planning & Development
601 4th Avenue E, 2nd Floor
Olympia, WA 98501

RE: 3840 Harrison Avenue Binding Site Plan
Project No. 16-9112-P (Rexius LLC)

Dear Mr. Smith and Ms. Smith:

This office is outside land use counsel for the Grass Lake Village HOA. In follow-up to informal telephone conversations and emails with Ms. Smith, this letter represents further comment by the HOA in the above matter, in which we should already be listed as a party of record.

As reflected in public comments already received by the City, a primary concern of the HOA is the extension of 3rd Avenue NW into and through its residential community. While the evolution of this extension is unclear, it appears that the connection has become “normalized” in plan submissions by the applicant and interaction with the City.

The Third Avenue extension through our residential neighborhood is a fundamental error. It will harmfully affect neighborhood character and disproportionately impact neighborhood residents. The Comprehensive Plan explicitly cautions that such connections should be avoided in circumstances as are present here. See *Olympia Comprehensive Plan, Transportation Element section titled “Connectivity;”* The deleterious effects of the proposed connection here include but are not limited to significant safety and functional impacts on the neighborhood. See, e.g., project engineer’s June 12, 2018 11:31 a.m. email to the City (“with the traffic volume that will be using the street connection, I don’t see how any parking is possible. Both directions of traffic flow will need to remain open at all times.”).

EGLICK & WHITED PLLC

January 4, 2019

Page 2 of 2

Grass Lake Village HOA further objects to facilitation of the BSP application through various dispensations and extensions. The application has languished, but still not been treated as expired, placing it below the public's radar. No further extensions or dispensations should be granted and the application should be deemed expired rather than extended.

The HOA will have more to say as this process, including appeals, evolves. Meanwhile, thank you for your consideration of the above.

Sincerely,

EGLICK & WHITED PLLC

A handwritten signature in black ink, appearing to read 'P. Eglick', with a stylized flourish at the end.

Peter J. Eglick
Attorneys for Grass Lake Village HOA

cc: client



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Peter J. Eglick
Attorneys for Grass Lake Village HOA

cc: client

Paula Smith

From: Alisha Drabner <alisha_christene@yahoo.com>
Sent: Tuesday, January 30, 2018 12:31 PM
To: Paula Smith
Subject: Binding site project

Dear Paula,

First of all, thank you for listening to our concerns and comments last night. I know that the meeting was not supposed to be about the binding site project but as you could tell, we as a neighborhood of lots of concerns about this project. So, I'm glad we could let you know how we feel about this project before it gets too far along.

Speaking as an engineer in the construction industry I know how easy it is to get so wrapped up in the code and regulations that we don't use common sense anymore. If you step back and look you can see that this project and our neighborhood are not typical and that some of these codes should not apply.

Our neighborhood was originally supposed to be a gated community. Even though yes, our streets are city streets they were never designed to have this much proposed traffic. This is where our safety concerns come into play. Below I have listed our major concerns from last night with a few more that I think might have been left out.

Issues and problems our neighborhood already has:

1. (Kids) There is one bus stop at the front of the neighborhood on Harrison. The bus is too big to come down our streets. All the kids walk home from there.
 - a. Houses don't have yards; kids play in the streets.
2. We do not have crosswalks!
3. We do not have any painted corner curbs. People park too close to corners causing blind spots.
4. Roads are very narrow! Parking is on one side only. Hard for big trucks and emergency vehicles to get thru.
5. Lots of new condos in the beginning/front of neighborhood on Yauger with not enough parking as is. So, they are parked all down Yauger already.

New Problems:

1. Kids more traffic.
2. Still no cross walks or painted curbs.
3. New buildings never supply enough parking!!! Look at new retail building down Harrison where Don Juan's is. People park down both sides of side street. Now more cars will be wanting to park on 3rd Ave, Yauger, 4th ave and (Craftmen once opened up). There will be at least another 500 cars coming and going a day once the project is complete.
4. The garbage trucks already have a hard time when it comes to pick up because the bins can only be put on the one side that cars park on, it will be even harder with more cars everywhere. I can see some accidents happening.
5. We as a HOA pay dues to maintain our neighborhood. Remember also the city sets up these HOA's so the owners now must do the work that the city doesn't want to do. Those dues go towards maintaining the front pond, **cleaning up and clearing out a homeless camp** that was in front of our neighborhood behind the pond. Also, towards maintaining the sidewalks, because if someone falls they can sue us!!!
 - a. Will these retail and apartments start paying us dues as well, to help **US** keep up with the extra foot traffic and garbage?! I know they won't but that's the point.
6. Home values will go down!!!! No one will want to buy a home on 3rd Ave, Yauger, Craftmen or 4th Ave if there is nowhere to park. Not to mention how much louder and busier it will be. Which will affect the rest of the neighborhood. Let's say homes go down \$25,000. Now take in account there are 235 homes, that's almost \$6,000,000 in lost home values. There are a lot of older people in this neighborhood who plan on using their house as part of their retirement plan.
7. This will completely change the feeling of this neighborhood! Half the neighborhood is backed up against wetland. This neighborhood is so nice because it is so quiet, but, yet right next to town without being in town.

Thank you again for listening to our concerns. Please, take the time to take our concerns into consideration. I know that there are other options that can be used for the entrance to this project other than 3rd Ave or Craftmen. Such as using Bark and Garden as the main entrance or even just removing the median on Harrison would help a lot, the city just must be willing to do so.

Sincerely,

Alisha Drabner
Treasurer of Grass Lake East HOA



Peter J. Eglick
eglick@ewlaw.net

April 4, 2019

Via email and U.S. Mail

Keith Stahley
Director
City of Olympia
Community Planning & Development
601 4th Avenue E, 2nd Floor
Olympia, WA 98501

Tim Smith
Principal Planner
City of Olympia
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RE: Rexius Applications:
Harrison Avenue Mixed Use Binding Site Plan, Project No. 16-9112-P; and
Harrison Avenue Mixed Use, Project No. 18-0026

Dear Messrs. Stahley and Smith and Ms. Smith:

As you know, I represent the Grass Lake Village HOA. Attached is an analysis from a traffic and road perspective of the proposed Rexius BSP including in particular its proposed opening and use of Third Avenue for access. The analysis has been prepared by Tom Hansen P.E. who has substantial experience in the field, including many years as Public Works Director for the City of Woodinville.¹

Mr. Hansen's analysis concludes that the project's proposed use of Third Avenue for access would grossly violate City standards, result in unsafe conditions, and drastically alter the character of the neighborhood. In light of this, Grass Lake urgently suggests that the City has allowed the threat of neighborhood character destruction and unsafe disruption to hang over the community for far too long. The City should therefore stop granting serial extensions for the

¹ A copy of Mr. Hansen's resume is attached to this letter.

EGLICK & WHITED PLLC

April 4, 2019

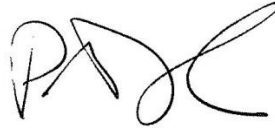
Page 2 of 2

Rexius BSP application. Instead, the City should advise the applicant that the aspect of the proposal that calls out Third Avenue as an access for the project is DOA.

Please advise as to how the City will proceed. Meanwhile, all rights are reserved.

Sincerely,

EGLICK & WHITED PLLC

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Peter J. Eglick
Attorney for Grass Lake Village HOA

Enclosures: T. Hansen Letter dated 4/1/19
T. Hansen Resume

cc: client

THOMAS E. HANSEN PE
PROFESSIONAL CIVIL ENGINEER

Transportation Engineering, Project Management, Construction Management

10320 159th Ave SE, Snohomish, WA 98290
425-231-3821
headlaufer@gmail.com

April 1, 2019

Mr. Peter Eglick
Eglick & Whited PLLC
1000 Second Ave., Suite 3130
Seattle, WA 98104

Dear Mr. Eglick

As requested, I have completed my evaluation and analysis of the impacts that the proposed Harrison Avenue Mixed Use development would have on the existing Grass Lake Village neighborhood and its street system. In short, if the development is approved as is, it will not meet City of Olympia codes and standards and will result in severe impacts to the neighborhood street system.

The Harrison Avenue Mixed Use Project was submitted for approval to the City of Olympia as a Binding Site Plan. Complete application status was granted on November 30, 2016 (Convs. with P. Smith, City of Olympia staff). OMC 17.34.060.A states that approval of a binding site plan requires satisfaction of certain criteria including:

1. Conformance with requirements of all city and state ordinances, codes, standards and policies including those found in: the building code, the fire code, public works standards, the state environmental policy act, and the comprehensive plan.
2. Appropriate provisions have been made for streets, utilities, drainage ways, water supplies, and sanitary wastes.

If the proposed binding site plan does not meet all City codes and standards, then it cannot be approved according to OMC 17.34.100.A.4. As will be explained further, the proposed development, in its current configuration utilizing 3rd Avenue as an access route to the development, does not meet these criteria because it violates City codes and standards.

EXISTING CONDITIONS

Yauger Way and 3rd Ave. were constructed as part of Grass Lake Village Phase 1 about the year 2000. The record drawings for the constructed roads were signed in May 2001. Yauger Way was designated Road “A” and 3rd Ave. was Road “B” on the record drawings. Yauger Way was designed and constructed as a Neighborhood Collector/Blvd with an 11 foot lane in each direction, a 7 foot wide parking strip on each side of the street, concrete curb and gutter, planter strips, and sidewalks on both sides of the street. There is either a two way left turn lane or a 10 foot wide median between the through lanes. The posted speed limit is 25 mph. There are no signs in the vicinity of the intersection of Yauger Way and 3rd Ave. allowing for or restricting on-street parking of vehicles.

3rd Ave was designed and constructed as a local access street with a total paved width between the curbs of 20 feet. City Standards allow for parking on one side of a local access street, but it is not designated by signage or traffic bulbs, either allowing or prohibiting. There are curb and gutters, planter strips, and sidewalks on both sides of the road. There is no posted speed limit. There is 48 feet of right of way, with the right of way lines located one foot behind the back of the sidewalks, restricting roadway widening unless a roadway section feature is removed or additional right of way is acquired.

There is lane striping in the middle of Yauger Way for the two way left turn lane, but there is none on 3rd Ave. There are no marked crosswalks or stop bars at the intersection of Yauger Way and 3rd Ave, and there no stop or yield signs on any leg of the intersection. There is street illumination, but its design and operation are beyond the scope of my review.

I did calculate the existing sight distance for drivers on 3rd Ave. wishing to enter onto Yauger Way. Looking to drivers left, there is only about 69 feet of sight distance available if a car is parked on Yauger Way just to the north of the radius return on the west side of the street. This is less than the 115 foot City Standard at an uncontrolled intersection (EDDS, 4B.150, Table 9). The sight distance for the driver looking right with a car parked at the end of the radius return south of the intersection on the west side of Yauger Way calculates to be 96 feet, which is also less than City Standards.

SIGNIFICANT TRAFFIC INCREASE BEYOND CAPACITY OF 3RD AVE.

As stated earlier, 3rd Ave. is a local access street, only 20 feet wide between concrete curbs. It is designed to have only a single lane for traffic with parking allowed on one side of the street. The limited amount of traffic using this type of street would expect to alternate directions, with opposing traffic pulling into openings against the curb between parked cars to let the car get by. The street designed, constructed, and operated as a residential street, meets City standards.

City of Olympia EDDS, 4B.030 and 4B.035, Tables 2 and 3, lists as a design standard and street characteristic for local access streets a limit of average daily traffic (ADT) of 0 to 500 ADT. The proposed development is predicted to generate 1,681 ADT (Table 2 of the Traffic Impact Analysis, prepared by Heath & Associates, dated 11/29/2016, for the Harrison Mixed Use Project). It is further predicted that 65 PM peak hour trips will use the primary entrance to the site directly from Harrison Ave. and 60 PM peak hour trips will be using 3rd Ave. to enter and exit the proposed development. By applying the same ratio of trips using each entrance during the PM peak hour to the predicted ADT volumes, it can be calculated that 806 ADT would be using 3rd Ave.

The volumes are high enough that during the peak hour, residents on 3rd Ave. can expect to see a car each minute on this street to either enter or exit the proposed development, a significant change from current neighborhood characteristics. This amount of predicted traffic far exceeds the allowed volume for local access streets in the EDDS. Therefore, use of 3rd Ave. by the development would violate City standards. This impact was not identified in either the SEPA Checklist or the Traffic Impact Analysis that were submitted to the City in support of the proposed development.

A Policy on Geometric Design of Highways and Streets (AASHTO), Chapter 5.3.2 allows for the use of single lane roadways for residential streets; for commercial areas, it calls for traffic lanes (plural). If connected, 3rd Ave., designed to serve residential land uses, would now be required to serve commercial land uses, with a significantly higher and different traffic volumes and characteristics. This should not be lightly dismissed.

Being a stub road, the residents might have expected the traffic on it to perhaps increase within the limits of the standards as it was extended as allowed in EDDS 4B.035 Table 2, 4B.035 Table 3, or 2.040.B.7, about 120 ADT (12 single family residences), for a total of 180 ADT using 3rd Ave. The increase effectively proposed by the BSP design is over eight times in excess of that.

SIGNIFICANT UNDISCLOSED IMPACTS

The development, as proposed, creates several significant impacts to the street system, and the adjoining Grass Lake Village neighborhood, which were not identified in the application materials that I have reviewed. Both the SEPA Checklist and the Traffic Impact Analysis are largely silent on the impacts created by the proposed development in the area of traffic and transportation.

These impacts are:

- Significantly increasing the amount of traffic using a local access street (3rd Ave.) beyond its design limits, rendering the street unsafe and inadequate.
- The existing intersection sight distance at the intersection of Yauger Way and 3rd Ave. does not currently meet City standards. This needs to be addressed by the City of Olympia whether the development proceeds or not. The existing intersection sight distance available will not meet the increased requirements by City standards if traffic from the proposed development uses this intersection.
- Insufficient road width for 3rd Ave. to be used as a fire apparatus access road unless drastic changes are made to the current neighborhood use including elimination of on-street parking.

Again, both the Traffic Impact Analysis and the SEPA Checklist are deficient in that they do not identify these potential impacts and propose how to avoid them.

Thank you for the opportunity to be of service in this matter. If you have any questions, please feel free to contact me at 425-231-3821 or headlaufer@gmail.com.

Sincerely,



Thomas E. Hansen PE
WA License No. 25725

Thomas E. Hansen, PE
10320 159th Ave. S.E.
Snohomish, WA 98290
425-231-3821, headlaufer@gmail.com

KEY ACCOMPLISHMENTS AND ATTRIBUTES:

- Innovative problem solver. Skilled at finding solutions to problems on public works projects/contracts that are acceptable to all stakeholders.
- Sought out for reviewing contract documents for constructability, conflicts, practicality, and feasibility of the constructed product and to ensure conformance with standards, codes, guidelines, regulations, permit requirements, laws, and funding restrictions.
- Recognized as a technical expert in the area of road, intersection and interchange design, contract document presentation and construction management.
- Outstanding judgment displayed for over 36 years in the planning, design, and execution of public works projects.

EMPLOYMENT HISTORY:

City of Woodinville, 2008 to 2016

Public Works Director/City Engineer

Supervisor: Richard A. Leahy, City Manager (425) 489-2700
Brandon Buchanan, City Manager

- Oversee and direct the Public Works Department for the City
- Responsible for operation and efficient functioning of the City's Street and Storm Drainage Systems
- Responsible for all Professional Engineering work and review of submitted engineering documents for the City. This includes contract documents, permit applications, traffic engineering studies, traffic impact studies, geotechnical reports, development construction plans, plats, and surveys.
- Responsible for Development Review, Capital Project Construction and Management, Traffic Engineer, Maintenance of Street System, Storm Drainage System, Parks Maintenance, and Equipment Repair activities, and related permits
- Plan, Direct and Supervise the activities and long term assignments for six person Engineering Section and nine person Maintenance Group.
- Direct and manage multiple consultant contracts to accomplish Division and City goals.
- Responsible to City Manager for Division Activities and Budgets
- Serve as an engineering resource to other divisions within the City.
- Serve as the City Representative to regional boards as designated
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination

City of Snohomish, 2006 to 2008

City Engineer

Supervisor: Tim Heydon PE, Public Works Director, 360-568-3115

- Oversee and direct the Engineering Division of the Public Works Department for the City
- Plan, direct and supervise the activities and long term assignments for five person division, consisting of Staff Engineers, Project Managers, and Engineering Technicians.
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination
- Oversee and direct the City's Capital Construction Program, 37 on-going projects with a budget of \$8,200,000. Activities include selection and management of engineering consultant contracts, funding, environmental documentation and permitting, and management of the construction contracts.
- Coordination of Division's activities and projects with other City Departments and Divisions, outside agencies, utilities, citizen groups, affected property owners and businesses, and other interested parties. Serve as an engineering and project management resource to other Departments and Divisions within City government
- Responsible for all Professional Engineering work and review of submitted engineering documents for the City. This includes contract documents, permit applications, traffic engineering studies, traffic impact studies, geotechnical reports, development construction plans, plats, and surveys.
- Fiscal responsibility for contracts and projects including establishing and meeting both engineering and construction budgets.
- Manage an operational budget of \$650,000 annually

City of Mukilteo, 1999 to 2006

Public Works Director/City Engineer

Supervisor: Richard A. Leahy, City Administrator

- Oversee and direct the Public Works Department for the City
- Responsible for operation and efficient functioning of the City's Street and Storm Drainage System
- Responsible for all Professional Engineering work and review of submitted engineering documents for the City. This includes contract documents, permit applications, traffic engineering studies, traffic impact studies, geotechnical reports, development construction plans, plats, and surveys.
- Responsible for Development Review, Capital Project Construction and Management, Traffic Engineer, Maintenance of Street System, Storm Drainage System, Parks Maintenance, and Equipment Repair activities, and related permits
- Plan, Direct and Supervise the activities and long term assignments for three Staff Engineers and eleven person Maintenance Group.
- Direct and manage multiple consultant contracts to accomplish Division and City goals.
- Responsible to City Administrator for Division Activities and Budgets
- Author of the City of Mukilteo's 2004 Transportation Plan.
- Serve as an engineering resource to other divisions within the City.
- Serve as the City Representative to regional boards as designated
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination

Snohomish County Department of Public Works, 1986 to 1999

Construction Supervisor, Engineering Services, 1989 to 1999

Supervisor: Stephen D. Hansen, PE

- Lead a group of 10 to 12 full time engineers and technicians and up to 10 contract or temporary employees that manage \$15 million in capital improvement contracts and projects each year.
- Type of projects/contracts managed include road improvements, urban corridor widening, new road alignments, traffic signals, steel and concrete bridges, solid waste facilities, park and ride lots, surface water facilities, retaining walls, water and sewer lines.
- Fiscal responsibility for contracts and projects including establishing and meeting both engineering and construction budgets.
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination.
- Responsible for review of contract documents for constructability, conformance with guidelines, meeting future requirements and plans, matching into other projects, public or private, and meeting legal requirements.
- Assigned as a Project Manager on several emergency repair projects, compressing a normal 2 year design effort into 6 months, completing construction within 10 months of the storm event that caused the damage, with total engineering expenditures less than 20% of project construction cost, in addition to normal duties.

Engineer II, Engineering Services, 1986 to 1989

Supervisor: Richard G. Andrews

- Served as a project engineer (owner's resident engineer) on public works contracts from \$600,000 to \$3,000,000 in size.
- Oversaw QA/QC, engineering budget, and contract expenditures
- Supervised 4 engineers and technicians and coordinated and scheduled the work activities of seven support groups.

Employment History Continued:

Washington State Department of Transportation, 1980 to 1986 – Design Engineer, Design Team Leader

Forest Engineer in the Logging Industry 1978 to 1979

President, Prodegy Inc. D.b.a. Ski Laufer Ski School 1985 to 2002

- Direct the operation of a 220 student alpine snow sports school employing 15 instructors on weekends
- Taught alpine skiing for 35 years and directed the school for 17 years.

EDUCATION/CERTIFICATES:

- Professional Engineer's License: Civil Engineering, State of Washington, No. 25725
- Bachelor of Science, Forest Resources, Forest Engineering Major, University of Washington,
- Level III Certified Ski Instructor - PSIA
- Eagle Scout, Boy Scouts of America

***Grass Lake Village Homeowners Association
c/o 3636 4th Avenue N.W.
Olympia, WA 98502***

April 24, 2019

Mayor Cheryl Selby
City of Olympia
601 4th Avenue E
Olympia , WA 98501
cselby@ci.olympia.wa.us

City Manager Steve Hall
City of Olympia
601 4th Avenue E
Olympia , WA 98501
shall@ci.olympia.wa.us

Olympia City Council
PO Box 1967
Olympia, WA 98507-1967
citycouncil@ci.olympia.wa.us

RE: 3840 Harrison Avenue NW
(Rexius Investment LLC) Binding Site Plan, Project No. 16-9112

Dear Mayor, Councilmembers, and Manager Hall,

I am the President of the Grass Lake Village Homeowners Association Board of Directors. Our membership consists of approximately 184 homes, including multiple homeowners in each home, located between Harrison Avenue and 6th Avenue N.W., and from Craftsman up to Grass Lake, N.W.

Several years ago, my neighbors and I received word that Rexius was planning a large mixed-use development next to our community. The development would greatly impact the Grass Lake community because it would open and use Third Avenue via Yauger (the main thoroughfare in our community) as an access to their mixed-use development. That would direct a huge amount of traffic through our small residential community.

Because of that, my neighbors and I have been trying to follow the Rexius project and let the City know about the problems that would be created by the Third Avenue access, which would completely change the character of our community. But it has not been easy to follow.

The application has gone forward in fits and starts now for several years. And every time the application is about to expire with Rexius not meeting a deadline, City staff gives Rexius another extension without taking into account what that does to our community. The problem with these extensions is that they have left the threat associated with Third Avenue access hanging over our heads now for several years. And we are never consulted by staff when the extensions are granted, as if they don't concern us.

On a number of occasions, the staff has not informed the people they are required to inform of any approvals, neighborhood meetings, or deadlines for this proposed project. It is my understanding from the City's own staff that this includes both any identified stakeholders (of which many of our community members have registered themselves with the City as such) and any residents within a radius of the proposed changes. This has occurred, at best and if at all, in a very inconsistent manner.

Additionally, we have had to register complaints with the City regarding Rexius violating municipal codes and zoning ordinances by placing an industrial business right next to our community—a business, I might add, that repeatedly violated those codes and ordinances themselves. This was verified by City employees, who ordered them to cease and desist these practices.

Our HOA finally had to go out and spend the money to engage a land use lawyer, Peter Eglick, and an expert engineer (the former City of Woodinville Public Works Director) to help us with this situation. They have now written letters to City staff pointing out that the City long ago should have told Rexius that Third Avenue access would not work and, in fact, cannot be allowed here per the City's own standards. Those letters are attached for your reference.

The point of my writing to you now is to ask you to look into this and why City staff has allowed multiple extensions for the Rexius application with that Third Avenue access. It seems as if the City is bending over backwards for Rexius, forcing the HOA to spend our own dollars to investigate whether the Third Avenue access can be allowed in the first place.

My HOA members are quiet, responsible people. We are not ones to crowd a City Council meeting public comment period to bring attention to our concerns. But my members' frustration is growing. As a result, over 100 of our residents attended a neighborhood meeting at a public hearing, expressing that frustration. Until we retained Mr. Eglick, we received zero feedback from the City planners.

So I am writing you this letter on behalf of my members asking that you look into this and provide a meaningful response, including an assurance that the City will stop allowing Rexius and its application to be allowed to violate the City's own rules and ordinances and to ignore our rights as good neighbors and citizens of this City.

I look forward to hearing from you as quickly as possible and to having an honest, frank and forthright discussion with you about this issue.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jennifer Walker", with a large, stylized initial "J" and a long, sweeping horizontal stroke at the end.

Jennifer Walker
President, Grass Lake Village HOA

cc: Jessica Bateman, Mayor Pro tem (jbateman@ci.olympia.wa.us)
Nathaniel Jones (njones@ci.olympia.wa.us)
Clark Gilman (cgilman@ci.olympia.wa.us)
Lisa Parshey (lparshe@ci.olympia.wa.us)
Renata Rollins (rrollins@ci.olympia.wa.us)
Jim Cooper (jcooper@ci.olympia.wa.us)



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EGLICK & WHITED PLLC

April 4, 2019

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EGLICK & WHITED PLLC

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Peter J. Eglick
Attorney for Grass Lake Village HOA

Enclosures: T. Hansen Letter dated 4/1/19
T. Hansen Resume

cc: client

**THOMAS E. HANSEN PE
PROFESSIONAL CIVIL ENGINEER**

Transportation Engineering, Project Management, Construction Management

10320 159th Ave SE, Snohomish, WA 98290
425-231-3821
headlaufer@gmail.com

April 1, 2019

Mr. Peter Eglick
Eglick & Whited PLLC
1000 Second Ave., Suite 3130
Seattle, WA 98104

Dear Mr. Eglick

As requested, I have completed my evaluation and analysis of the impacts that the proposed Harrison Avenue Mixed Use development would have on the existing Grass Lake Village neighborhood and its street system. In short, if the development is approved as is, it will not meet City of Olympia codes and standards and will result in severe impacts to the neighborhood street system.

The Harrison Avenue Mixed Use Project was submitted for approval to the City of Olympia as a Binding Site Plan. Complete application status was granted on November 30, 2016 (Convs. with P. Smith, City of Olympia staff). OMC 17.34.060.A states that approval of a binding site plan requires satisfaction of certain criteria including:

1. Conformance with requirements of all city and state ordinances, codes, standards and policies including those found in: the building code, the fire code, public works standards, the state environmental policy act, and the comprehensive plan.
2. Appropriate provisions have been made for streets, utilities, drainage ways, water supplies, and sanitary wastes.

If the proposed binding site plan does not meet all City codes and standards, then it cannot be approved according to OMC 17.34.100.A.4. As will be explained further, the proposed development, in its current configuration utilizing 3rd Avenue as an access route to the development, does not meet these criteria because it violates City codes and standards.

EXISTING CONDITIONS

Yauger Way and 3rd Ave. were constructed as part of Grass Lake Village Phase 1 about the year 2000. The record drawings for the constructed roads were signed in May 2001. Yauger Way was designated Road "A" and 3rd Ave. was Road "B" on the record drawings. Yauger Way was designed and constructed as a Neighborhood Collector/Blvd with an 11 foot lane in each direction, a 7 foot wide parking strip on each side of the street, concrete curb and gutter, planter strips, and sidewalks on both sides of the street. There is either a two way left turn lane or a 10 foot wide median between the through lanes. The posted speed limit is 25 mph. There are no signs in the vicinity of the intersection of Yauger Way and 3rd Ave. allowing for or restricting on-street parking of vehicles.

3rd Ave was designed and constructed as a local access street with a total paved width between the curbs of 20 feet. City Standards allow for parking on one side of a local access street, but it is not designated by signage or traffic bulbs, either allowing or prohibiting. There are curb and gutters, planter strips, and sidewalks on both sides of the road. There is no posted speed limit. There is 48 feet of right of way, with the right of way lines located one foot behind the back of the sidewalks, restricting roadway widening unless a roadway section feature is removed or additional right of way is acquired.

There is lane striping in the middle of Yauger Way for the two way left turn lane, but there is none on 3rd Ave. There are no marked crosswalks or stop bars at the intersection of Yauger Way and 3rd Ave, and there no stop or yield signs on any leg of the intersection. There is street illumination, but its design and operation are beyond the scope of my review.

I did calculate the existing sight distance for drivers on 3rd Ave. wishing to enter onto Yauger Way. Looking to drivers left, there is only about 69 feet of sight distance available if a car is parked on Yauger Way just to the north of the radius return on the west side of the street. This is less than the 115 foot City Standard at an uncontrolled intersection (EDDS, 4B.150, Table 9). The sight distance for the driver looking right with a car parked at the end of the radius return south of the intersection on the west side of Yauger Way calculates to be 96 feet, which is also less than City Standards.

SIGNIFICANT TRAFFIC INCREASE BEYOND CAPACITY OF 3RD AVE.

As stated earlier, 3rd Ave. is a local access street, only 20 feet wide between concrete curbs. It is designed to have only a single lane for traffic with parking allowed on one side of the street. The limited amount of traffic using this type of street would expect to alternate directions, with opposing traffic pulling into openings against the curb between parked cars to let the car get by. The street designed, constructed, and operated as a residential street, meets City standards.

City of Olympia EDDS, 4B.030 and 4B.035, Tables 2 and 3, lists as a design standard and street characteristic for local access streets a limit of average daily traffic (ADT) of 0 to 500 ADT. The proposed development is predicted to generate 1,681 ADT (Table 2 of the Traffic Impact Analysis, prepared by Heath & Associates, dated 11/29/2016, for the Harrison Mixed Use Project). It is further predicted that 65 PM peak hour trips will use the primary entrance to the site directly from Harrison Ave. and 60 PM peak hour trips will be using 3rd Ave. to enter and exit the proposed development. By applying the same ratio of trips using each entrance during the PM peak hour to the predicted ADT volumes, it can be calculated that 806 ADT would be using 3rd Ave.

The volumes are high enough that during the peak hour, residents on 3rd Ave. can expect to see a car each minute on this street to either enter or exit the proposed development, a significant change from current neighborhood characteristics. This amount of predicted traffic far exceeds the allowed volume for local access streets in the EDDS. Therefore, use of 3rd Ave. by the development would violate City standards. This impact was not identified in either the SEPA Checklist or the Traffic Impact Analysis that were submitted to the City in support of the proposed development.

A Policy on Geometric Design of Highways and Streets (AASHTO), Chapter 5.3.2 allows for the use of single lane roadways for residential streets; for commercial areas, it calls for traffic lanes (plural). If connected, 3rd Ave., designed to serve residential land uses, would now be required to serve commercial land uses, with a significantly higher and different traffic volumes and characteristics. This should not be lightly dismissed.

Being a stub road, the residents might have expected the traffic on it to perhaps increase within the limits of the standards as it was extended as allowed in EDDS 4B.035 Table 2, 4B.035 Table 3, or 2.040.B.7, about 120 ADT (12 single family residences), for a total of 180 ADT using 3rd Ave. The increase effectively proposed by the BSP design is over eight times in excess of that.

SIGNIFICANT UNDISCLOSED IMPACTS

The development, as proposed, creates several significant impacts to the street system, and the adjoining Grass Lake Village neighborhood, which were not identified in the application materials that I have reviewed. Both the SEPA Checklist and the Traffic Impact Analysis are largely silent on the impacts created by the proposed development in the area of traffic and transportation.

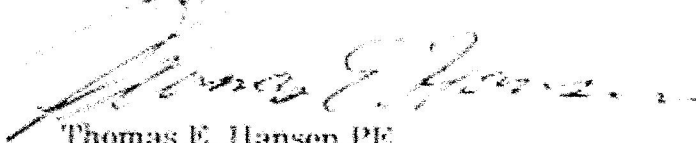
These impacts are:

- Significantly increasing the amount of traffic using a local access street (3rd Ave.) beyond its design limits, rendering the street unsafe and inadequate.
- The existing intersection sight distance at the intersection of Yauger Way and 3rd Ave. does not currently meet City standards. This needs to be addressed by the City of Olympia whether the development proceeds or not. The existing intersection sight distance available will not meet the increased requirements by City standards if traffic from the proposed development uses this intersection.
- Insufficient road width for 3rd Ave. to be used as a fire apparatus access road unless drastic changes are made to the current neighborhood use including elimination of on-street parking.

Again, both the Traffic Impact Analysis and the SEPA Checklist are deficient in that they do not identify these potential impacts and propose how to avoid them.

Thank you for the opportunity to be of service in this matter. If you have any questions, please feel free to contact me at 425-231-3821 or brad@hansen-engineering.com.

Sincerely,



Thomas E. Hansen PE
WA License No. 25725

Thomas E. Hansen, PE
10320 159th Ave. S.E.
Snohomish, WA 98290
425-231-3821, headlaufer@gmail.com

KEY ACCOMPLISHMENTS AND ATTRIBUTES:

- Innovative problem solver. Skilled at finding solutions to problems on public works projects/contracts that are acceptable to all stakeholders.
- Sought out for reviewing contract documents for constructability, conflicts, practicality, and feasibility of the constructed product and to ensure conformance with standards, codes, guidelines, regulations, permit requirements, laws, and funding restrictions.
- Recognized as a technical expert in the area of road, intersection and interchange design, contract document presentation and construction management.
- Outstanding judgment displayed for over 36 years in the planning, design, and execution of public works projects.

EMPLOYMENT HISTORY:

City of Woodinville, 2008 to 2016

Public Works Director/City Engineer

Supervisor: Richard A. Leahy, City Manager (425) 489-2700
Brandon Buchanan, City Manager

- Oversee and direct the Public Works Department for the City
- Responsible for operation and efficient functioning of the City's Street and Storm Drainage Systems
- Responsible for all Professional Engineering work and review of submitted engineering documents for the City. This includes contract documents, permit applications, traffic engineering studies, traffic impact studies, geotechnical reports, development construction plans, plats, and surveys.
- Responsible for Development Review, Capital Project Construction and Management, Traffic Engineer, Maintenance of Street System, Storm Drainage System, Parks Maintenance, and Equipment Repair activities, and related permits
- Plan, Direct and Supervise the activities and long term assignments for six person Engineering Section and nine person Maintenance Group.
- Direct and manage multiple consultant contracts to accomplish Division and City goals.
- Responsible to City Manager for Division Activities and Budgets
- Serve as an engineering resource to other divisions within the City.
- Serve as the City Representative to regional boards as designated
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination

City of Snohomish, 2006 to 2008

City Engineer

Supervisor: Tim Heydon PE, Public Works Director, 360-568-3115

- Oversee and direct the Engineering Division of the Public Works Department for the City
- Plan, direct and supervise the activities and long term assignments for five person division, consisting of Staff Engineers, Project Managers, and Engineering Technicians.
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination
- Oversee and direct the City's Capital Construction Program, 37 on-going projects with a budget of \$8,200,000. Activities include selection and management of engineering consultant contracts, funding, environmental documentation and permitting, and management of the construction contracts.
- Coordination of Division's activities and projects with other City Departments and Divisions, outside agencies, utilities, citizen groups, affected property owners and businesses, and other interested parties. Serve as an engineering and project management resource to other Departments and Divisions within City government
- Responsible for all Professional Engineering work and review of submitted engineering documents for the City. This includes contract documents, permit applications, traffic engineering studies, traffic impact studies, geotechnical reports, development construction plans, plats, and surveys.
- Fiscal responsibility for contracts and projects including establishing and meeting both engineering and construction budgets.
- Manage an operational budget of \$650,000 annually

City of Mukilteo, 1999 to 2006

Public Works Director/City Engineer

Supervisor: Richard A. Leahy, City Administrator

- Oversee and direct the Public Works Department for the City
- Responsible for operation and efficient functioning of the City's Street and Storm Drainage System
- Responsible for all Professional Engineering work and review of submitted engineering documents for the City. This includes contract documents, permit applications, traffic engineering studies, traffic impact studies, geotechnical reports, development construction plans, plats, and surveys.
- Responsible for Development Review, Capital Project Construction and Management, Traffic Engineer, Maintenance of Street System, Storm Drainage System, Parks Maintenance, and Equipment Repair activities, and related permits
- Plan, Direct and Supervise the activities and long term assignments for three Staff Engineers and eleven person Maintenance Group.
- Direct and manage multiple consultant contracts to accomplish Division and City goals.
- Responsible to City Administrator for Division Activities and Budgets
- Author of the City of Mukilteo's 2004 Transportation Plan.
- Serve as an engineering resource to other divisions within the City.
- Serve as the City Representative to regional boards as designated
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination

Snohomish County Department of Public Works, 1986 to 1999

Construction Supervisor, Engineering Services, 1989 to 1999

Supervisor: Stephen D. Hansen, PE

- Lead a group of 10 to 12 full time engineers and technicians and up to 10 contract or temporary employees that manage \$15 million in capital improvement contracts and projects each year.
- Type of projects/contracts managed include road improvements, urban corridor widening, new road alignments, traffic signals, steel and concrete bridges, solid waste facilities, park and ride lots, surface water facilities, retaining walls, water and sewer lines.
- Fiscal responsibility for contracts and projects including establishing and meeting both engineering and construction budgets.
- Responsible for all aspects of supervision of work group including hiring, mentoring, coaching, evaluating, guiding, leading, directing, disciplining, and termination.
- Responsible for review of contract documents for constructability, conformance with guidelines, meeting future requirements and plans, matching into other projects, public or private, and meeting legal requirements.
- Assigned as a Project Manager on several emergency repair projects, compressing a normal 2 year design effort into 6 months, completing construction within 10 months of the storm event that caused the damage, with total engineering expenditures less than 20% of project construction cost, in addition to normal duties.

Engineer II, Engineering Services, 1986 to 1989

Supervisor: Richard G. Andrews

- Served as a project engineer (owner's resident engineer) on public works contracts from \$600,000 to \$3,000,000 in size.
- Oversaw QA/QC, engineering budget, and contract expenditures
- Supervised 4 engineers and technicians and coordinated and scheduled the work activities of seven support groups.

Employment History Continued:

Washington State Department of Transportation, 1980 to 1986 – Design Engineer, Design Team Leader

Forest Engineer in the Logging Industry 1978 to 1979

President, Prodegy Inc. D.b.a. Ski Laufer Ski School 1985 to 2002

- Direct the operation of a 220 student alpine snow sports school employing 15 instructors on weekends
- Taught alpine skiing for 35 years and directed the school for 17 years.

EDUCATION/CERTIFICATES:

- Professional Engineer's License: Civil Engineering, State of Washington, No. 25725
- Bachelor of Science, Forest Resources, Forest Engineering Major, University of Washington,
- Level III Certified Ski Instructor - PSIA
- Eagle Scout, Boy Scouts of America

RECEIVED

MAY 08 2019

City of Olympia
Executive Department

May 5, 2019

Mayor Cheryl Selby
City of Olympia
601 4th Avenue E.
Olympia, WA 98501

City Manager Steve Hall
City of Olympia
601 4th Avenue E.
Olympia, WA 98501

Olympia City Council
P.O. Box 1967
Olympia, WA 98507-1967

CC: COUNCIL
STEVE
JAY
KELLIE
KEITH
LEONARD
TIM SMITH

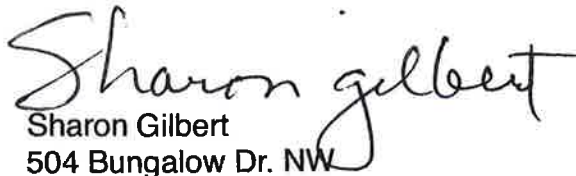
Dear Mayor, City Manager Hall and City Council Members,

I am currently a resident of Grass Lake Village in West Olympia. I have lived here since 2006 and have enjoyed our quiet, safe neighborhood but am deeply concerned about local planning decisions that may negatively impact our residential community.

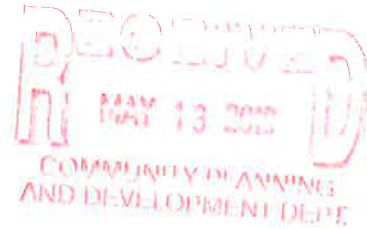
We learned that local business Rexius was planning a mixed-use development next to our community and planned to use Third Avenue as an access/exit point to and from their business. This activity would greatly impact the safety of our community. Please come visit and view our community and the narrow streets that would be seriously impacted should Rexius be allowed to use Third Avenue. Our streets are narrow with street parking and the regular presence of trucks and other large vehicles using Third Avenue would jeopardize the safety of our residents including small children.

Decisions (or lack thereof) by city staff are currently being made regarding this project. Please look into the status of this project and evaluate the risks involved in these decisions by those representing the city and the duty owed to the citizens of this community. I ask that you listen to the residents of our community who have reached out to you to express our collective concerns. Thank you.

Respectfully,


Sharon Gilbert
504 Bungalow Dr. NW
Olympia, WA 98502

May 9, 2019



Attention:

City of Olympia

City Council Members

Community Planning & Development

My name is Vicki Porter and I am a resident of Grass Lake Village. I am also Board Secretary of our HOA.

I am writing to you to convey my concerns about the Rexius Development project, as it will be detrimental to our community and lower property values.

You have received a letter recently from our attorney and a report from our independent Professional Civil Engineer outlining the problems we have with the Rexius project.

Please deny this project to encroach into our community because of reasons within the report. Please note that we have many residents concerned about this project.

Many of us will be attending the next City Council meeting when this item is on the agenda.

Thank you

Respectfully,

Vicki Porter

Grass Lake Village

HOA Board Secretary

508 Craftsman Dr. NW

Olympia, WA 98502

Paula Smith

From: Tim Smith
Sent: Monday, May 20, 2019 7:56 AM
To: Paula Smith; Leonard Bauer
Cc: Keith Stahley
Subject: FW: 3840 Harrison Avenue NW (Rexius Investment LLC) Binding Site Plan, Project No. 16-9112

Paula, please check to see that she received our email update on the project that explains the status of our review and reason for extending the resubmittal deadline.

Thanks,

Tim

From: Steve Hall <shall@ci.olympia.wa.us>
Sent: Monday, May 20, 2019 7:53 AM
To: Keith Stahley <kstahley@ci.olympia.wa.us>; Tim Smith <tsmith@ci.olympia.wa.us>
Subject: FW: 3840 Harrison Avenue NW (Rexius Investment LLC) Binding Site Plan, Project No. 16-9112

FYI

From: Mary Morris <mmorrismx@gmail.com>
Sent: Sunday, May 19, 2019 4:05 PM
To: Cheryl Selby <cselby@ci.olympia.wa.us>; Steve Hall <shall@ci.olympia.wa.us>; CityCouncil <citycouncil@ci.olympia.wa.us>; jbatemamn@ci.olympia.wa.us; Nathaniel Jones <njones@ci.olympia.wa.us>; Clark Gilman <cgilman@ci.olympia.wa.us>; Lisa Parshley <lparshle@ci.olympia.wa.us>; Renata Rollins <rrollins@ci.olympia.wa.us>; Jim Cooper <jcooper@ci.olympia.wa.us>
Subject: 3840 Harrison Avenue NW (Rexius Investment LLC) Binding Site Plan, Project No. 16-9112

External Email Alert!

This email originated from a source outside of the City's network. Use caution before clicking on links or opening attachments.

Dear Mayor, Councilmembers, and Manager Hall,

My husband and I recently moved to Grass Lake Village, buying our "forever home" here. It's a lovely place to live, quiet, with friendly supportive neighbors. There is even a group of ladies who meet for lunch every other week. I joined that group for the first time for lunch two weeks ago.

It was at that luncheon that I first learned of an ongoing issue that apparently started way back in 2016, and which has created an ongoing concern for the homeowners in Grass Lake Village, largely due to the part of the proposal which plans to utilize 3rd Avenue off of Yaeger (inside our development) to access the proposed Mixed Use Project.

The streets in our community are narrow, so much so that when cars park on one side of the street, there is only enough space for one lane of traffic to pass at a time. When we're only

speaking of community residents, the width of the streets is not a major concern, but if additional traffic were to use our little community as an access point for the proposed Mixed Use Project, it would be a detriment to our homeowners' use and enjoyment of the property, and would almost certainly decrease our property values!

The letter written and submitted to you by Thomas Hansen, Professional Civil Engineer (former Public Works Director for the City of Woodinville) outlines the ways this proposal goes against city codes and standards, including the designation of 3rd Avenue as a local access street. He cites the predicted traffic increase would be expected to create a situation in which residents on 3rd Avenue could expect to see a car each minute entering or exiting the proposed development! We have a quiet, peaceful community here, and that amount of traffic would make us feel invaded!

Furthermore, we don't understand how this proposed development has managed to obtain so many extensions! That alone has resulted in stress and bad feelings, as well as the need for our HOA to hire an attorney to represent our interests, and a traffic engineer to do a traffic study (something that should have been done long ago by the City of Olympia at their expense, not ours)!

Many of us homeowners are retired and living on a fixed income. We don't need the stress, we don't need increased HOA dues brought on by expenses that would not be necessary if the Planning Commission would simply advise the project's applicant that the aspect which calls out 3rd Avenue as an access is OUT of the picture, Off the Table, DOA!

Thank you for listening to your constituents' concerns. We hope action will be taken soon to alleviate our concerns!

Sincerely,

Mary L. Morris, Green Lake Village resident

RECEIVED

MAY 20 2019

City of Olympia
Executive Department

CC: COUNCIL
STEVE
JAY
KEWIE
KEITH
LEONARD
TIM S.

3143 6th Ave NW
Olympia, Washington 98502
May 16, 2019

City Council
City of Olympia
PO Box 1967
Olympia, Washington 98507-1967

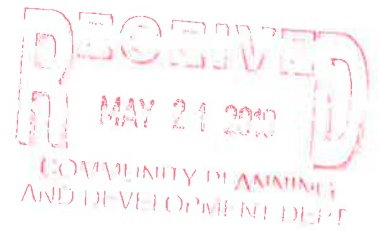
Dear Members,

Please note my strong objection to the proposed building site plans at 3840 Harrison Avenue, NW. The 3rd Ave. access to this property would greatly impact our residential area. Our streets are too narrow as it is. The extra traffic would present a danger to the residents of our neighborhood. We have small children as well as senior citizens that are active in that area. Cars and trucks zooming in and out of that property might not be able to avoid hitting these vulnerable people.

Sincerely,


Carol Horvath

Magdalena Webb
3202 Sixth Avenue Northwest
Olympia, WA 98502



May 16, 2019

Keith Stahley
City of Olympia
601 Fourth Avenue East
Olympia, WA 98501

Tim Smith, Principal Planner
City of Olympia
601 Fourth Avenue East
Olympia, WA 98501

Paula Smith, Associate Planner
City of Olympia
601 Fourth Avenue
Olympia, WA 98501

Re: 3840 Harrison Avenue Northwest
(Rexius Investment LLC) Binding Site Plan, Project No. 16-9112

Dear Messrs. Stahley and Smith and Ms. Smith,

I am a resident of Grass Lake Village since 2011 and am writing to you to let you know that I am opposed to the above named project which is proposing to use the street (Yauger Way and Third Avenue) to be used as a entrance to their proposed development.

Yauger Way has a lane strip in the middle for a two-way left turn lane, but there is none on Third Avenue. Also, there a no marked crosswalks or stop bars at the intersection of Yauger Way and Third Avenue; as well as, having no yield signs on any leg of the intersection.

Third Avenue was constructed as a local access street with a width between the curbs of 20 feet. The City Standards allow for parking on one side of this street. There are not street signs or lighting, allowing or prohibiting this street parking. According to our Engineer, Thomas K. Hansen, access through this street is less then City Standard at an uncontrolled intersection (EDDS, 4B.150, Table 9) and would grossly violate City Standards, thus, resulting in unsafe conditions, and drastically alter the character of our neighborhood.

Further, Mr. Rexius, has been stopping and starting this project for several years. Generally, the City would give developer 6-months to make any revisions. However, Mr. Rexius has been granted 3-extensions - which I am aware of! So, my question is from Ms. Smith's email, "the applicant has made good faith effort in working towards a revision submittal". (1) I would like to know what good faith efforts have be made by applicant! (2) When did granting serial extensions become part

of the application process; as I am in possession of the City's Land use Application Process, and I it does not state this to be part of this application process!

Needless to say, this proposed project entry is deeply concerning to me and my neighbors, as there would be a great danger to our families and their ability to move about freely in our neighborhood – especially our children!

Respectfully,


Magdalena Webb

May 7, 2019

Subject: Rexius Dev. Planning
Project on Harrison Ave
into our Brasslake Village
Residential area.

Re: 3840 Harrison Ave NW
Rexius Investment LLC
Project No. 16-9112,

Our streets are already too
narrow to accommodate our
residential traffic.

We have on side of each street
for parking cars; therefore, only
one car can pass at any one
time.

I'm strongly opposed to
opening our streets (mainly 3rd Ave
& also Captmar Ave) onto Yager
to accommodate the Rexius
Project.

Ruby Hackett. 522036

7/15/19

RECEIVED
MAY 28 2019
COMMUNITY PLANNING
AND DEVELOPMENT DEPT

1. The first part of the report is a description of the project. This is a very important part of the report as it provides the reader with a clear understanding of what the project is about. It should include a brief history of the project, its purpose, and its objectives. It should also include a description of the project's scope and the resources that have been allocated to it.

2. The second part of the report is a description of the project's progress. This is a very important part of the report as it provides the reader with a clear understanding of how the project is progressing. It should include a description of the project's current status, the progress that has been made, and the challenges that have been encountered. It should also include a description of the project's future plans and the resources that will be required to complete the project.

3. The third part of the report is a description of the project's impact. This is a very important part of the report as it provides the reader with a clear understanding of the project's impact on the community. It should include a description of the project's impact on the community's economy, its environment, and its social and cultural life. It should also include a description of the project's impact on the community's health and safety.

4. The fourth part of the report is a description of the project's conclusions. This is a very important part of the report as it provides the reader with a clear understanding of the project's conclusions. It should include a description of the project's findings, the conclusions that have been drawn, and the recommendations that have been made. It should also include a description of the project's overall impact and the lessons that have been learned.

5. The fifth part of the report is a description of the project's appendix. This is a very important part of the report as it provides the reader with a clear understanding of the project's appendix. It should include a description of the project's appendix, the data that has been collected, and the analysis that has been conducted. It should also include a description of the project's appendix, the data that has been collected, and the analysis that has been conducted.

From: Bill Truax billktruax@yahoo.com
Subject: Rexius 18-0026 16-9112
Date: Jun 6, 2019 at 4:13:59 PM
To: [REDACTED]



Paula Smith

We own a house on Yaeger adjacent to the traffic circle, a poorly designed traffic flow area. Yaeger is only 20 ft. wide here with parking all along one side. There are 2 four-plexes (8 units) mid Block in addition to other full housing. Cars coming down 6th @ up to 25 mph find a blind corner on Yaeger turning right. Frequently cars must wait for cars approaching through this one way corridor or dive into a neighbors driveway.

This gives us good insight as to future problems that would come from the proposal to utilize 3rd st. for access to the current Rexius project. It makes the only logical usage of the northern third of his project residential. To do that and fit the neighborhood and traffic flow, new residences should be limited to 7- 10, and include 6 additional new parking spaces to be easemented to the existing 6 house units on 3rd, as the 2 parking spaces on 3rd must go. Third st. should be expanded from city R/W.

A dedication of a small kids park on the new section would be a nice touch.

The balance 2/3 of Rexius's current proposed mixed use could be separated and accessed from his other property. A closed gate between sectors could be done to provide fire emergency egress for both uses.

We hope something like the above might solve the mixed use dilemma.

Map enclosed

Also enclosed are 3 petition signatures. Ours on a different sheet.

Sincerely,

Kathleen & William Truax

533 Yaeger Way NW. 360 7544635

Sent from my iPad



PROJECT TEAM

APPLICANT/OWNER

KEN REIS
4004 HARRISON AVENUE
OLYMPIA, WA 98502
360.882.0544

CIVIL ENGINEER/CONTACT

CONTACT: CHRIS GRAY, P.E.
PATRICK HARRON & ASSOCIATES, LLC
8270 28TH CT. NE, STE 201
LACRY, WA 98516
PH: 360.452.1102
EMAIL: cgray@pharron.com

SURVEYOR

CONTACT: BRUCE STODOL, MS
BRUCE & THOMAS, INC.
1520 RING ST SW
OLYMPIA, WA 98512
360.357.5593
EMAIL: bruce@brucestodol.com

SITE INFORMATION

SITE ADDRESS
4120 HARRISON AVENUE
OLYMPIA, WA 98502

OWN, ENGINEER/ARCHITECT CONTACT
PATRICK HARRON & ASSOCIATES, LLC
CHRIS GRAY, P.E.
8270 28TH COURT NE
LACRY, WA 98516
360.452-1102

GEOTECHNICAL ENGINEER
BRUCE & THOMAS, INC.
1520 RING ST SW
OLYMPIA, WA 98512
360.357.5593

PARCEL # 12817140000
PARCEL # 12817140000
SEC. 17, TOWNSHIP 18 N, RANGE 24 W, W.M.

PROPOSED USE: COMMERCIAL
ZONING: HIGH-DENSITY CORRIDOR 4
WATER PROVIDER: CITY OF OLYMPIA
SEWER PROVIDER: CITY OF OLYMPIA

LOT	SUPERVISOR AREA	PERVIOUS AREA
1	UNCHANGED 60% EST.	40% EST.
2	22,316 SF	7,082 SF
3	81,615 SF	24,558 SF
4	8,799 SF	2,846 SF

HARRISON AVE MIXED-USE

SEC 17, T 18 N, R 2 W, W.M.

BINDING SITE PLAN

