

From: [Carol Piening](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards SEPA DNS comments
Date: Saturday, February 7, 2026 11:34:24 AM

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Hi Nicole,

I'm (unsurprisingly) still not a fan of the West Bay Yards proposal. I've not read all the supporting material, but based on a review of the SEPA checklist and the January DNS, I have the following comments. Thank you for considering them.

Carol Piening

The footer of the SEPA checklist includes July 2016 as the date. More recent information is included in the SEPA checklist - so, is the actual date 2025-07-29 as listed in the Final Audit Report? (p. 24)

p 2 of checklist: "Buildings 2 and 3 will be constructed as part of phase 1 (estimated to commence in spring of 202)," Please provide the last digit of the year when this construction is estimated to commence.

p 5 agency response: "Alt 3 is the preferred option which proposes relocation of the OHWM waterward by 17' by adding 26,515 cy of fill below OHWM." I do not understand how adding fill below the OHWM is consistent with a determination of nonsignificance; the area to be filled will certainly be altered; why is this not considered a "significant adverse impact?"

p 10 For what it's worth, I agree with the agency response under Water/Stormwater "...the project is not vested to stormwater and would be reviewed against the manual in effect at the time of the construction application submittal."

general comments, not addressed in "Water" or "Earth" sections of the SEPA checklist:

1. In April of 2025, Department of Ecology issued a new agreed order (DE 21726) for the site. Will the supplemental remedial investigation required under this agreed order alter the construction schedule described in the DNS/SEPA checklist? How?
2. The SEPA analysis should explain how the West Bay Yards proposal "provides resilience...in response to sea level rise." The City of Olympia's Shoreline Master Program (2021) includes (sorry about the confusing numbering, I can't figure out how to reformat!)
 1. "The policies and regulations of Olympia's Shoreline Program should provide resilience for shoreline ecosystems, functions, and developments in response to sea level rise." (section 2.1 H, p. 16,)
 2. section 2.4 D, E, and F; section 2.27 Residential Policies "C. Residential development, including the division of land and the construction of residential units, should be designed and located with consideration of sea level rise projections and so that shoreline armoring and flood hazard measures will not be necessary to protect land or structures".
 3. section 2.35 shoreline stabilization policies; please explain the relationship between the West Bay Yards proposal and "E: Encourage the removal of bulkheads and other hard armoring and restore the shoreline to a more natural condition. Where stabilization is necessary for the protection of private or public

- property or to increase sea level rise resilience, alternative measures that are less harmful to shoreline ecological functions should be employed. An example of such an approach is included in the West Bay Environmental Restoration Assessment report for some shoreline reaches.” From what I see in the West Bay Yards proposal, the intention is not to remove hard armoring, but rather to bury it.
4. Olympia’s 2019 Sea Level Rise Response Plan (2019) looks like it emphasizes downtown and the Port peninsula. With West Bay Yards and perhaps other infrastructure proposed for the west side of Budd Inlet, it seems like the city should be giving additional consideration to this area BEFORE a bunch of new infrastructure gets built.
 3. Also in the SMP, section 2.1 G, p 16, items 1-6 list specify the ways that “Olympia’s shoreline program are intended to protect shoreline ecological functions,” including “4. Preventing, to the greatest extent practicable, cumulative impacts from individual developments”. A second proposal for a development to the north of West Bay Yards that would build 200 - 300 units of “senior housing” has been reported; how will the city prevent cumulative impacts from these two (and perhaps future?) developments along West Bay Drive?
 4. I’m also concerned about how additional traffic on West Bay Drive will affect bicycling. The Shoreline Narrative (p. 7, item 8), says “The public waterfront esplanade will be well-defined, handicap accessible, accommodate families, and encourage slow wandering, water-viewing, and bicycle use.” Bicycle commuters are likely to avoid the esplanade, especially at times it’s being used for “slow wandering.” What does Olympia envision for bicycle use along West Bay Drive proper? As is, cycling from the base of Schneider Hill to the traffic circle at Harrison is an act of faith in the kindness and alertness of drivers.

From: [Andy Carter](#)
To: [Nicole Floyd](#)
Subject: RE: West Bay Yards Update - SEPA Determination
Date: Friday, January 23, 2026 6:13:26 PM

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From the intro paragraph of the SEPA DNS: Each of the five buildings will include five stories, including 478 residential units, approximately 22,000sf of commercial spaces such as restaurant/café, an expanded waterfront trail and various public amenities.

So if each building is 5 stories, has 478 residential units, and 22,000sf of commercial space, we are talking about 2,390 units and 110,000sf of commercial space, right?

If not, the author needs to go back to English class, and SEPA DNS needs to be republished with correct information.

From: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Sent: Friday, January 23, 2026 12:01 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: West Bay Yards Update - SEPA Determination

Hello Party of Record,

You are receiving this email because you have indicated that you want to be informed of the project status of the West Bay Yards Shoreline Permit under review by the City of Olympia. The project is located at 1201 West Bay Drive, file number 21-2845.

Status Update: Since the last email update, the project has undergone Design Review by the Design Review Board, and further project review by the Site Plan Review Committee (SPRC). SPRC is made up of subject matter experts who work for the City and who's role is to evaluate projects for compliance with regulations. The project design has not changed significantly, but the supplemental documentation has been updated to address the various gaps found in the last review by the SPRC. Based on these updates, **the City has now issued a SEPA Threshold Determination** (see attached). The West Bay Yards website has been updated to include the revised submittals so that you have easy access to them.

Website Link for to view updated documents: [West Bay Yards Website](#)

SEPA Determination: A Determination of Non-Significance has been issued. It does not mean the project is not significant or important, rather that the impacts are within the scope of the regulations applicable to the project. The City's SEPA Official reviewed the anticipated impacts and determined they will be addressed by the City's environmental regulations such as Shoreline Master Program, Critical Area regulations, Drainage Design and Erosion Control Manual, Engineering Design and Development Standards, Municipal Code, Building/fire

protection standards etc. as well as the environmental documents submitted with the project application in making this determination.

There is a comment period and appeal period associated with the determination.

- **Comment Deadline: 5:00pm, January 30, 2026**
- **Appeal Deadline: 5:00pm, February 6, 2026**

Comments on the SEPA Determination should be as specific as possible ideally identifying the topic/issue that has not been adequately addressed. The documents used to make the determination are available both on the public permit portal and the project website. Please note that SEPA Determination is made by the City's SEPA Official, not the Hearing Examiner. Comments related to the SEPA Determination would not be forwarded to the Hearing Examiner for review unless associated with a SEPA Appeal. See the notice (attached) for specific information related to comment and appeals.

Public Hearing: A public hearing has not yet been scheduled, but will be once the SEPA Determination appeal period expires. Once the Hearing is scheduled, notice will be sent to you and a comment period will be opened. If you have previously sent comments, those will be automatically forwarded to the Examiner. You do not need to resubmit them.

Questions: Please contact me if you have questions. I am available by email or phone. If your question is of a technical nature outside my expertise, I will coordinate with the appropriate division to get you the information.

Nicole Floyd, AICP

Planning Manager | City of Olympia
601 4th Ave E. | Olympia, WA 98501
Ph: 360.570.3768 | Fax: 360.753.8087
Web: olympiawa.gov

From: [Kelly McAllister](#)
To: [Nicole Floyd](#)
Cc: ["Tirhi, Michelle J \(DFW\)"](#)
Subject: Comments on West Bay Yards
Date: Saturday, January 24, 2026 7:33:14 PM

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Dear Ms. Floyd, Lately, I've been reviewing newsletters of the Black Hills Audubon Chapter from the period 1973-1976, over 50 years ago. It's noteworthy that one of the very few places where the Olympia area purple martins were known to be nesting was the Hardel Plywood vicinity. At that time long ago Glen and Wanda Hoge documented the presence of purple martins there every year. Numbers of purple martins along the Budd Inlet shoreline are now higher than they were at that historical time but most are associated with bird houses and those that use natural cavities are relatively rare. Purple martins at West Bay exclusively use cavities in the derelict wooden structures on the former industrial sites that are now long abandoned.

It is with sadness that I concede the likelihood that I will soon watch as Olympia loses this unique wildlife habitat on West Bay. The derelict remnants of the Hardel Company's operations at the West Bay Yards site are now frequented by purple martins, bald eagles, great blue herons and many other wildlife. In summer 2025, at least 3 pairs of purple martins nested in cavities excavated by flickers in the old power poles that parallel the Budd Inlet shoreline. Additional pairs of purple martins and at least 1 pair of pigeon guillemots nested in rotted out beam ends of a structure immediately next door on the old Reliable Steel parcel. Bald eagles regularly perch on the power poles and great blue herons rest on the offshore concrete structure that will undoubtedly be affected by the redevelopment of this property. Certainly the relatively low level of human presence on the property is an additional reason why it serves as an attractive place for wildlife to live. I may be among a minority of local residents who visits these industrial properties and finds them to have a hard-to-define charm that derives from those last remnants of their history and, to some extent, the colorful art that now decorates some of the old structures. Once developed into a modern community for people, with a shoreline trail frequented by people from all over our community, the wildlife community at the site will change and become more similar to that of other urban shorelines nearby. Something uncommon and uniquely interesting for its historical relics and its wildlife will be appreciably altered, possibly lost.

Kelly McAllister
3903 Foxhall Dr NE
Olympia WA 98516

From: [Susan Tuzzolino](#)
To: [Nicole Floyd](#)
Subject: WBY
Date: Monday, January 26, 2026 2:44:08 PM

Greetings,

I don't mean to be rude or sound under-educated, but if you honestly believe that a 478 unit rental facility right on the shoreline of the Salish Sea will not have an impact on the environment, you have all lost your minds!! I am much aggrieved!

Please explain to me how 823 parking stalls, meaning the potential for 823 cars driving on West Bay on a daily basis will not impact the environment. I want a serious explanation. Please explain how there will be no environmental impact in the building of this project? What about all the huge trucks (diesel? gas?) driving back and forth on West Bay? Are you saying this will not have an environmental impact? And what about the impact to the neighborhoods west of this project? Are you actually saying our neighborhoods will not be affected environmentally by this project? Can we talk about cars idling on West Bay during rush hours -- are you seriously saying this will not have an environmental impact?

We can talk about variances, yes, I know they are within the parameters of the code. Great! Good for you! But just because something is within the code doesn't mean it is good or healthy for our community.

I have been opposed to this project from its inception and have attended all the meetings. As hard as this is for me to say this, I do not trust that the City of Olympia has its current occupants' health and wellbeing in its sites for future developments. I realize that growth and change is inevitable, but the impact -- both environmentally to the Salish Sea and the communities that surround it seem devastating to me.

Go back to the drawing board! Anyone at City Hall who does not believe that this is not significant enough to engage in the most rigorous environmental impact study should find another line of work!!

I vote in every election,
Susan Tuzzolino
1524 Giles Ave NW
Olympia WA 98502

From: [Alice Johnson](#)
To: [Nicole Floyd](#)
Subject: Regarding West Bay Yards development
Date: Wednesday, January 28, 2026 4:03:29 PM

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To Olympia City Planning:

As a local resident of West Olympia and property owners, we are concerned about the large scale of this proposed development. Of course we would like to see the West Bay yards property improved and preserved for the public and for the wildlife which inhabit the area. However, the large scale of this development seems incompatible with these goals. West Bay Drive is already a narrow, busy and dangerous roadway not constructed to carry that many construction vehicles for the first years, and then 800 + new residents? Already we wait too long at the traffic circle at West Bay Drive and Harrison due to backed up traffic. Also, with the evidence now showing that pollution from degradation of car tires is a major pollutant and cause of harm to salmon, we should minimize traffic on West Bay drive, not increase it. If any development is put in at West Bay Yards, then at very least a new bus route will need to serve that area.

Please consider reducing this development by at least half-- 200 apartments max-- this number seems quite large. What are the occupancy rates in already existing apartments like "Views on Fifth" ? What would the average cost of an apt there be-- likely high end ? Where would the tenants come from with high disposable income? Please see the online comments on the Jolt Magazine's site regarding this issue-- here is the link (scroll down to the bottom of the article):
https://thejoltnews.com/stories/olympia-issues-sepa-determination-for-west-bay-yards-project-seeks-public-input,27935?utm_medium=referral&utm_source=nextdoor.com&utm_campaign=nextdoor_news

From: [Lynn Higgins](#)
To: [Nicole Floyd](#)
Cc: [Lynn Higgins](#)
Subject: West Bay
Date: Wednesday, January 28, 2026 9:12:56 AM

[You don't often get email from lynnrhiggins@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

As a resident and homeowner in Olympia, I am shocked that this project is still being considered. It is an abomination. We have an obligation and responsibility to the environment and this project is completely against the environmental values Olympians hold dear. We worked hard to get Capitol Lake returned to an estuary and we will fight hard to stop this massive destruction of our shoreline.

NO TO WEST BAY DEVELOPMENT - It feeds the rich at the expense of the environment and we are fed up with this as the driver for development. We have open space throughout the county where housing and infrastructure could be developed. Stop putting additional pressure on our most precious resource, our shoreline.

Thank you

Lynn Higgins
1215 Ethridge Ave NE
Olympia 98506
360-819-6713

29 January 2026

From: Lynn Miranda

To: Ms. Nicole Floyd, City of Olympia, WA

Subject: Comments on West Bay Yards Project, SEPA Checklist, and SEPA DNS

Please find my comments below. I am specifically basing my comments on the information provided in the Transportation Impact Analysis (TIA) completed in 2022 for the project.

Comments on SEPA Checklist

Section 12. Recreation. Potential impacts of the project on nearby West Bay Park are not identified. See comment #6 below.

Section 14. Transportation

1. Potential impacts of the project to and mitigation for Garfield Ave and Harbor View Dr sight lines have not been identified. See comments #4&5 below.
2. An adequate evaluation of the project's impact on transit demand and proposed mitigation has not been provided. See comments under Transit below.
3. The evaluation of the project's impact on the need for and design of non-motorized facilities is inadequate. See comments under Transit and Pedestrians and Bicyclists below.
4. The proposed project's impacts on and mitigation for parking demand has not been adequately addressed. See comments under Traffic and Parking below.

Comments on the Transportation Impact Analysis, 2022 for the proposed West Bay Yards project.

Traffic & Parking

1. Page 8. Base year traffic counts from 2015-2019 should be updated. An extrapolation of future traffic based on more current counts should be used.
2. Did the TIA consider the backup that currently occurs between the two roundabouts on Olympia Way going south at peak times? A segment analysis of congestion on this short stretch would be more informative than intersection analysis.
3. Page 11. Have the IT trip generation rates for the proposed land uses changed since this TIA was completed?

4. The TIA should include an analysis of traffic impacts at the intersection of Harbor View Dr and West Bay Dr NW. This is an awkward and dangerous intersection for those exiting Harbor View Dr on to West Bay Dr NW.
5. Sight distance for drivers existing Garfield Ave NW to West Bay Dr should also be considered. The segment of Garfield between West Bay Dr and Sherman St NW is one-way only going east and extremely steep. Increase traffic from the project could result in an increase in accidents at this location.
6. Have impacts on West Bay Park been evaluated? Increase demand for parking and use of public amenities at the proposed development could spill over to West Bay Park, which is in proximity to the proposal. Currently, there is an insufficient amount of parking at the Park. Park users are parking cars on the lawn.

Transit

An adequate analysis of future transit demand and conditions is missing from this analysis.

7. Page 10. The TIA mentions that the closest transit stop currently accessible to the site is at Bowman Ave NW, a 0.6 mile distance from the proposed development. While this is correct, to reach this bus stop from the site requires walking up a VERY steep hill on Brawne Ave NW to Rogers Ave NW. This is not accessible to those who typically require transit - the elderly, disabled, or even strollers.
8. It is unclear if there was a parking reduction allowed due to “proximity to transit”? If so, the parking analysis should not reflect this reduction.
9. No transit service is currently provided on West Bay Dr NW. Has Intercity Transit commented on the likelihood of changing or creating new transit routes to serve this project? Any new high density mixed use development should be provided with transit service, especially for residents with mobility or accessibility issues. Transit service will also reduce traffic impacts.
10. A transit stop in both north and south directions should be incorporated into the proposed right of way design and coordinated with Intercity Transit. Pullout bus lanes should also be considered.

Pedestrians and Bicyclists

11. Page 25, Figures 8&9. Conflicting right of way (ROW) designs are depicted. Figure 8 shows a bike lane only on one side of the ROW. Figure 9 shows bike lanes on both sides. Figure 8 should be revised to be consistent with Figure 9.

12. Bike lane widths. Safe bicycle routes need to be provided. 5' bike lanes are most likely City standards, but optimal bike lane width is generally considered to be 6 feet.
13. Page 28. The currently proposed sidewalk width is 5' or 6' - I cannot tell from the graphics. Since many neighborhood residents and most likely future residents like to walk along this area, and because these sidewalks will serve a high density development, wider sidewalks should be required. Either reduce size of landscape strips or increase the overall width of the ROW.
14. Page 30. Due to high usage of walkers on the Woodard Trail, recommend adding a raised pedestrian crossing here, similar to those proposed for the three access points to the property.

From: [Liza Rognas](#)
To: [Nicole Floyd](#)
Subject: Proposal to place dwellings on West Bay Drive former industrial site.
Date: Wednesday, January 28, 2026 10:54:28 PM

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Dear Mr. Floyd,

I have lived in West Olympua since 1999. Have watched and read, helped research, the toxic remediation on those crucial mudflats.

FYI, I am a government documents research specialist and public historian/ research librarian.

No! Do Not build condos + retail space on those flats.

Good grief, the traffic will be crazy, the estuary and oceanic environment has barely had enough time to begin healing after over 100 years of toxic, industrial production and pollution.

On the western, uphill, slope of West Bay, large corporations have already established high-rent residential and mixed-use office/parking structures.

Those flats need time to heal and grow as park/estuary spaces-- Not commercial.

This is wrong on so many levels. And risky. How stable are the slopes? Residences and commercial buildings hanging on the western slope are already compromised because weighty structures, rather than trees and shrubs whose roots secure soil stability have been replaced by concrete and steel and glass.

Are there plans to further destabilize that slope by cutting into it in order to create a wider road on the flat and uphill climb?

Let that mudflat regenerate as plans to return Capital Lake to its historic estuary come about. The two are directly related.

I strongly oppose these plans.
Liza R. Rognas

From: [Yelena Myakisheva](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards project
Date: Wednesday, January 28, 2026 2:55:55 PM

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Hello,

I would love to see more mixed-use development like this: dense enough to support interesting businesses. I hope there is a plan for affordability and a mix of apartment sizes so that we have a mix of residents, including families to boost enrollment in our schools. My main concern is sea level rise. This area is very low and we have already filled in so much of the bay. Where will water go if we get hit by an atmospheric river during a king tide? Are we raising the land in order to avoid flood projections, not just for the life span of the building but for the life span of the planned use of this land? Eventually this land is going to be under water at high tides, whether it's in 25 years or 100. I'm not opposed to building there, but we need to keep the future in mind and make sure we are not leaving too many problems for our children and grandchildren to solve.

Yelena Myakisheva
801-618-9031



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January 29, 2026

City of Olympia

Community Planning and Economic Development Department
Attn: Nicole Floyd, Planning Manager
601 4th Avenue East
Olympia, WA 98501

Re: Public Comment in Support of SEPA Determination of Non-Significance for the West Bay Yards Project

Dear Ms. Floyd,

Olympia Master Builders submits this comment in support of the City of Olympia’s State Environmental Policy Act Determination of Non-Significance for the West Bay Yards project at 1210 West Bay Drive. Our organization has long supported this project and the thoughtful redevelopment of this site, and we appreciate the City’s careful review and clear explanation of its environmental determination.

The West Bay Yards proposal represents a responsible and well-planned infill development that aligns with Olympia’s adopted housing, shoreline, and sustainability policies. The SEPA determination appropriately recognizes that the anticipated impacts of this project are addressed through existing and robust regulatory frameworks, including shoreline regulations, critical areas protections, stormwater standards, and the City’s permitting processes. A DNS does not indicate a lack of environmental review. Rather, it reflects that environmental impacts are being mitigated through established rules that are already among the most comprehensive in the state.

This project will transform a long underutilized and degraded waterfront property into a productive mixed-use site that delivers tangible public benefits. These include new housing in an urban location, expanded public access to the waterfront, shoreline restoration that improves ecological function compared to the existing armored conditions, and commercial space that supports local economic activity. This type of development helps meet housing needs while reducing pressure to expand outward into rural areas, which is consistent with both local planning goals and statewide growth management objectives.

Olympia continues to face significant housing supply challenges, and addressing those challenges requires projects of meaningful scale in appropriate locations. West Bay Yards is exactly the type of infill development needed to make progress on housing availability while making efficient use of existing infrastructure and services. Continued

delay or additional layers of review beyond what is required by adopted regulations would not provide meaningful environmental benefit and would further constrain the region's ability to deliver needed housing. **Attachment 20.D**

For these reasons, Olympia Master Builders supports the City's SEPA Determination of Non-Significance and encourages the City to allow the project to proceed through the remaining shoreline and land use review processes without unnecessary delay. We appreciate the opportunity to provide comment and ask that this letter be included in the official record.

Sincerely,

Jessie Simmons
Jessie Simmons

Government Affairs Director
Olympia Master Builders

From: [Regina di Gatti](#)
To: [Nicole Floyd](#)
Subject: Future development on Westbay drive
Date: Thursday, January 29, 2026 12:37:55 PM

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Really? The artist rendering for this project reflects a much bigger city. This proposed development is a monstrosity and will ruin Westbay drive and it also is just another part of the plan to attempt to make Olympia something it is not, SEATTLE! My family has lived in Thurston County for 60 plus years and I just shake my head to all the so-called improvements while the town actually just goes farther down the hole. Count me as opposed .

Tamara S.
Olympia WA 98501

Sent from my Verizon, Samsung Galaxy smartphone
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A Washington State Chapter of the National Audubon Society
P.O. Box 2524, Olympia, WA 98507
(360) 352-7299 www.blackhills-audubon.org

Black Hills Audubon Society is a volunteer, non-profit organization of more than 1,300 members in Thurston, Mason, and Lewis Counties whose goals are to promote environmental education and protect our ecosystems for future generations.

February 15, 2025

Nicole Floyd, Principal Planner
601 4th Ave E.
Olympia, WA 98501
nfloyd@ci.olympia.wa.us

Re: Comments on West Bay Yards - 4th round of project review

BHAS would prefer that this development not be built to prevent further degradation of Budd Inlet.

However, regarding the latest design proposal for West Bay Yards, we are concerned about the potential for these new buildings to adversely impact both resident and migratory birds. We also are concerned that some easy habitat enhancements for birds have not been proposed.

First, it appears that buildings will have balconies with glass panels around them. While all buildings with glass present a hazard for birds, these glass panels exacerbate the risk of collision by increasing the amount of glass that birds could directly fly into (birds see reflections and do not recognize that glass cannot be flown through).

The location of the West Bay Yards development makes this especially relevant since birds, especially flocks, are known to follow geographic contours (such as hillsides and shorelines) when flying. This likely makes the north and south sides of Buildings 1 and 5 particularly subject to bird strikes, as well as any glass balconies (and windows) that face these directions that are not shielded by other buildings. Since there is a significant amount of forest cover on the west side of West Bay Drive, there is also potential for bird movement from the east and west through the proposed development.

The glass panels around the balconies can readily be replaced by other materials and designs that meet safety codes to protect people, while still allowing views from indoors yet eliminate the potential for bird collisions.

To reduce the potential for collisions of birds with the new shoreline buildings featuring a significant amount of glass, we request the City of Olympia require a design change to replace all glass panels serving as railing on balconies to non-glass alternatives. In addition, the long panels of glass shown in building designs should either be eliminated or altered or replaced with any alternative known to be effective in avoiding bird strikes.

For further information on bird collisions with glass, please see:
<https://abcbirds.org/glass-collisions/>. Additional information can be found at
<https://www.audubon.org/our-work/cities-and-towns/bird-friendly-buildings>.

Second, while we agree with the proposal's characterization of the project area as low quality/degraded habitat for all the reasons contained in the proposal/consultant's report, a major feature of the site that is not accounted for is the open space it currently provides as a place where a variety of wildlife go for rest from disturbance and for movement between other habitats. Occasional foraging and even nesting have occurred on the site.

While there will be a functional lift of habitat value based on the metrics and methodology used for such an evaluation, there will be little to no replacement of certain habitat functions related to: the current openness of the site, the low use of the site by people and their activities, and the concomitant use of existing structures for landing, resting, and feeding by birds (including ducks, geese, mergansers, herons, gulls, martins, robins, sparrows, and shorebirds).

We are requesting the installation of perch poles (various birds), a nesting platform (osprey), and nest boxes (swallows, purple martins). These would not only provide habitat values, but could be educational, attractive, and of interest to the public and residents of the development. As well, these habitat features might draw birds away from using or trying to use buildings (use which is generally not desired) and may help to reduce unwanted insects (swallows and martins feed on mosquitoes).

Thank you for your consideration of these important conservation recommendations. Our organization is available to lend support to any design work needed to incorporate these suggestions.

Sincerely,

Elizabeth Rodrick
BHAs Conservation Committee



A Washington State Chapter of the National Audubon Society
P.O. Box 2524, Olympia, WA 98507
(360) 352-7299 www.southsoundbirds.org

South Sound Bird Alliance is a volunteer, non-profit organization of more than 1,300 members in Thurston, Mason, and Lewis Counties whose goals are to promote environmental education and protect our ecosystems for future generations.

To: Nicole Floyd, Principal Planner, City of Olympia
From: South Sound Bird Alliance Conservation Committee
Re: West Bay Yards SEPA DNS
January 29, 2026

South Sound Bird Alliance (formerly known as Black Hills Audubon Society) strongly disagrees with the SEPA DNS decision, as we feel the SEPA environmental impact is inadequate and the design will cause permanent, adverse environmental impacts to the shoreline habitat, resident and migratory wildlife, and will exacerbate climate change. The DNS imposes no mitigating conditions whatsoever for these increased risks.

1. SSBA proposed several mitigation actions in February 2025 for some of the adverse impacts to birds and habitat – the responses are insufficient and there’s no mitigation in the DNS for the residual risk.
 - a. Replacing the glass panels on the balconies was rejected entirely. The consultant proposes instead ‘monitoring’ and documenting bird strikes – only after 60 birds have been killed will they potentially take any mitigating action.
 - b. Per our request for perch poles, nesting platforms and nest boxes throughout the area, the consultant has proposed placing a few of those in the Vegetation Conservation Area only. While this is appreciated, this area is small in comparison to the overall development: it in no way significantly mitigates for the loss of open space for avian species. This loss is particularly significant when you consider that birds fly and the lost habitat also includes the permanent loss of the airspace that 5, 5-story buildings displaces¹ – above the terrestrial and aquatic habitat.

A copy of our letter and the consultant response is attached below. The DNS does not add mitigation options to protect birds from new bird strike risks or significantly reduce the harm from net loss of open space.

2. SSBA already testified on the SEPA to the City of Olympia² about best management practices for avoiding bird strikes into new tall buildings. Westbay Yards will add 5

¹ To visualize, please see the bay-side diagram of the buildings in 2.b. Land use plan set 2024 here: https://www.olympiawa.gov/info/construction_in_olympia/west_bay_yards.php#outer-1504

²https://cms7files.revize.com/olympia/Document_center/News%20&%20Information/Construction%20in%20Olympia/West%20Bay%20Yards/Final-Round-

stories with a large amount of glass to an area of significant populations of migratory and resident bird species.

3. Sea Level Rise (SLR) has not been fully analyzed and its risk properly mitigated.
 - No ongoing consultation with any authorities on Sea Level Rise impacts for this project, neither the Olympia SLR Collaborative or UW CIG - is listed as a mitigation for the current uncertainty regarding SLR rates. In the last 2 years, scientists agree that prior forecasts were too conservative, and this SEPA uses old SLR data. As a result, sea level rise was not analyzed sufficiently, and as the project proceeds without any re-review of the latest forecasts, this gap in analysis / risk will grow.

In particular, SSBA has concerns about the SLR-caused risk to habitat:

- Underground infrastructure near the shoreline may leak or break under the increased hydraulic pressure of SLR + extreme storms predicted under climate change, damage which could release untreated wastewater into the west bay. Contaminating bacteria can cause local breakouts of algae and exacerbate the low dissolved oxygen which is already a problem in Budd Inlet and aquatic mammals can become sick through the ingestion of these bacteria, especially *Escherichia coli* which is found in all fecal material.
- SLR + intense storms from climate change could impact the fill, liquifying it from below³ its 'cap', causing sinkholes and related dangers to people, property and the environment. Since the fill contains historic toxins, liquefaction could release those contaminants into Budd Bay where they can enter the food chain and cause long-term reproductive damage to many species and other adverse effects.

The SEPA DNS does not apply the latest science on Sea Level Rise and therefore very likely underestimates the pace and impacts of sea level rise on this project. The resulting risk to wildlife and habitat in Budd bay remains high and unmitigated because of this.

[Review/7.V%20SEPA%20BHAS%20Letter%20Bird%20Strikes%20Memo%202025.pdf?t=202601222119220&t=202601222119220](#)

³ A 2020 Geotech report is too old to properly reflect the current forecasts for SLR/Climate change. And even in 2020, this report acknowledged that liquefaction was a vulnerability at this site.

4. Stormwater must be filtered for 6PPD-Quinone.

The current stormwater plan is to capture, process and release pavement stormwater directly into the west bay, where salmon migrate and forage fish reside.

Given the increased population and their vehicles resulting from this project, a greater amount of rubber dust from car tires will be introduced into the waterways. Tire dust contains 6PPD-quinone which is highly toxic to juvenile salmon⁴; laboratory studies demonstrated that the lethal concentration of 6PPD-Q for 50% of tested juvenile salmon (LC₅₀) is 41 ng/L (0.000000041 g/L)⁵. It is also harmful to other aquatic species. WA Ecology's latest stormwater management recommendations⁶ should have been added as a DNS mitigation for this increased risk but were not.

5. The increase in Greenhouse Gases remains underestimated and unmitigated.

- As described in the SEPA, the increased VMT figures are severely undercounted and the resulting greenhouse gas impact is not even estimated, much less mitigated. The developer says something about building a bus stop, but the fact is there's no public transit here, no rail lines and a bike trail that only goes in one direction. As it stands, this development will increase VMT and Greenhouse gases by creating a large residential area without public transit access. The DNS does not provide any mitigation for this significant increase in greenhouse gases for 1000 residents without public transit options.

SSBA strongly objects to the SEPA-DNS which we believe will have significant adverse impacts on wildlife habitat and aquatic populations as currently approved.

Thank you for your consideration.

Betsy Norton and Charlotte Persons, co-chairs
South Sound Bird Alliance Conservation Committee

⁴ <https://www.pugetsoundinstitute.org/juvenile-coho-salmon-at-risk-from-deadly-tire-chemical/>,
<https://pubs.acs.org/doi/10.1021/acs.est.5c13992>

⁵ Lo et al., 2022, Environmental Toxicology and Chemistry, <https://doi.org/10.1002/etc.5568>

⁶ <https://apps.ecology.wa.gov/publications/SummaryPages/2310001.html>

Supporting docs:

1. February 15, 2025 BHAS letter attached to email: “ 20250215 BHAS West Bay Round 4 ltr -final.pdf”
2. West Bay Consultant response:
https://cms7files.revize.com/olympia/Document_center/News%20&%20Information/Construction%20in%20Olympia/West%20Bay%20Yards/Final-Round-Review/7.V%20SEPA%20BHAS%20Letter%20Bird%20Strikes%20Memo%202025.pdf?t=202601222119220&t=202601222119220

From: [Elizabeth Grady](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards
Date: Friday, January 30, 2026 3:03:19 PM

You don't often get email from ebethgrady@yahoo.com. [Learn why this is important](#)

January 30, 2026

I am submitting comments on the West Bay Yards proposal.

I have several concerns about this proposal. I have concerns that the city has not done enough work to assure us that the problems that could arise from the development have been or will be addressed.

The company site offers some drawings of the project; however, they are insufficient for the scope of the proposal. I would expect to see more details and realistic descriptions of the project. I count 6 stories, not five. How is the parking going to meet the needs of the project? How is climate change going to be addressed? There is only one road access to the project. This is a problem just from a traffic flow perspective.

The city has not addressed the problem with traffic. The proposal is for a large number of cars that will be coming and going from the project with only one road to access it. There would need to be a light at the bottom of the hill due to a blind Y at the bottom of it. There are already close calls at times with cars joining in traffic from Tugboat Annies and the marina. Has this been addressed?

Traffic on Elliot Ave NW will be impacted as cars seek to avoid the traffic circle at Harrison. This project is twice as big as it should be. There should be fewer stories (I would limit it to three stories max) and fewer therefore fewer cars. The project is way too big for the amount of land at the site.

I would hope that the city will address the public space to a greater degree.

I think the project is just too big. It is twice as big as it should be and even that will produce a lot of traffic on West Bay and Elliot.

I will send further comments, but I wanted to get this in today if there is a January 30 deadline.

Elizabeth Grady

1958 Orchard Dr NW

Olympia, WA 98502

ebethgrady@yahoo.com

From: [Karen Lohmann](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards comments
Date: Friday, January 30, 2026 6:42:52 PM

You don't often get email from karen22lohmann@gmail.com. [Learn why this is important](#)

Dear Nicole,

I have lived on the Westside for 50 years not far from Brawne hill.

1.

I am appalled that no EIS is required for a major disturbance of tideflats and proposed imported souls for fill. Whose hands are in whose pockets?

2. Yes, we need housing. As someone who regularly walks downtown, takes the bus, or drives my EV, I ask what design magic will widen West Bay Drive to accommodate emergency and firefighters vehicles to areas that will be congested due to 450 plus new dwellings? Will bus service be offered to the new apartments and up Raft hill? Has a traffic study been done at 8 am and 5 pm at the impacted roundabouts on Harrison and Olympic avenues? Image 800 more vehicles!

3. Is a new hospital being built to accommodate all of the growth?

(I am a retired hospital employee) As we saw with COVID 19, our local hospitals don't have capacity for our existing population. Are any impact fees imposed on developers to support this kind of humane infrastructure, as a by product of growth?

4. Who really benefits from a new retail and apartment complex? Is money staying in Olympia?

5. Lastly, who speaks for the displaced critters of the shoreline, for the survival of the Salish sea, for the salmon, the shorebirds? What will 7 generations from now say about short-sighted decisions made for financial gains for a few, if we don't have clean water, clean air, diversity of species? Everything is tied to everything.

Karen Lohmann
1220 Thomas St NW,
Olympia
360.970.9613

From: [Kate Benkert](#)
To: [Nicole Floyd](#)
Subject: SEPA Determination Comments
Date: Friday, January 30, 2026 3:58:06 PM

I am submitting the following comments/questions on the proposed West Bay Yards SEPA Determination. Thank you for considering.

Kate Benkert
333 Sherman St NW
Olympia, WA 98502

B 2. Environmental Elements. Air Emissions a, b, c:

Concern: An estimated 62,000 cubic yards of fill (B 1. Earth e.) are needed for this project. The average heavy duty dump truck can carry 10-14 cubic yards of materials. That results in an estimated 4,400+ dump truck trips (estimating 14 cu yds/load) to the site to provide fill. Assuming that filling the site will be accomplished in the initial phase of the project, that would concentrate the the dump truck traffic and resulting diesel emissions into limited and defined time period.

Diesel emissions are not benign (see WDOE info below). It would be appropriate to address the diesel emissions in more detail, including potential exposure risk, and separate from the general traffic emissions mentioned in the narrative. This is a very large construction project and additional detail is appreciated.

Concern: Proposed mitigation (2 c.) includes “...avoiding unnecessary idling of construction equipment for extended periods of time”. This statement is suitably vague such that all idling for any amount of time can be found acceptable. How is idling determined to be necessary? Does the City monitor the site air emissions and/or mitigation implementation?

[WA Department of Ecology web site: “Diesel exhaust is the most harmful air pollutant in Washington. It contributes more than 70 percent of the total cancer risk from toxic air pollution. Diesel exhaust causes or contributes to asthma, heart and lung diseases, and cancer.”]

From: [lee dyer](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards Development
Date: Friday, January 30, 2026 7:15:29 AM

You don't often get email from lakbdyer@yahoo.com. [Learn why this is important](#)

Dear Nicole,

What a shame that the City of Olympia decided that it is best for the citizens of the city to develop the Westside waterfront with apartments. We don't need more waterfront housing that only the wealthy can afford. The short and long term disruption to the residents of the area is unacceptable. Will this project result in the ugliness of Point Ruston in Tacoma? Wouldn't it be more beneficial to our citizens to widen the road and leave the area as an open, green space?

Regards,

Lee Dyer
(253) 651-2713
lakbdyer@yahoo.com

From: [Sky Myers](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards
Date: Friday, January 30, 2026 2:14:57 PM

[You don't often get email from sky.myers@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Wow! Only a week for public comments? Sounds like you aren't really interested in hearing from the public. I doubt anyone supports this who won't gain from it financially.

I am deeply concerned about this project and it's impact on the shoreline. Restoring fish habitat should be a number one focus. Poor water quality from stormwater and low oxygen levels are already a concern.

Additionally dumping a bunch of fill to create a beach is a dumb idea. Once the estuary is restored nature will do its thing.

On behalf of creatures great and small, I say NO to this development. Let them build up the westside elsewhere, without further degrading our water, and shoreline habitats.

We should be working to reduce negative impacts not increase them.

Sky Myers
425-345-7913

From: [Bette Jean Phillips](#)
To: [Nicole Floyd](#)
Subject: Westbay Development
Date: Wednesday, February 4, 2026 1:39:41 PM

[You don't often get email from bettejeanp@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Sent from my iPadAs a lifelong Olympia resident I am not against development. I do strongly object to allowing building of 400+ apartments in a 5 building complex on WestBay Drive! There is no room for the already heavy traveled road to be widened plus the total overload at the Harrison roundabout. What of all utilities needed, traffic disruption and building wash off into Budd Inlet. Certainly the developer can find another location for the project. Finally, giving tax breaks to the developer while taxes are rising for everyone is totally unfair.

From: [Gayle Merkle](#)
To: [Nicole Floyd](#)
Subject: Proposed Development on West Bay Drive, Olympia, WA (West Bay Yards)
Date: Monday, February 2, 2026 11:52:23 PM

You don't often get email from gfmerkle@hotmail.com. [Learn why this is important](#)

Ms. Floyd,

I am not an ecologist, an environmental scientist, nor an attorney who deals in environmental impacts; but, I am a resident of West Olympia who uses West Bay Drive regularly. There is no way in the world the street can endure the proposed development of five buildings, five stories high with 478 residential units and 22,000 square feet of commercial space. The residents and businesses currently on West Bay Drive, plus the people of West Olympia who use the street to go to and from town could not bear what this proposed development would do to congestion, much less to the wear and tear on the street. City busses cannot even go up and down the hill on West Bay Drive and the back up that would occur on the roundabout of Harrison Avenue would be untenable.

I won't even get into the detriment to Budd Inlet, but please read the thoughtful objections in the article I cite in this correspondence.

This proposal is a travesty and must not be allowed to proceed.

I direct you to the comments made in the article published in thejoltnews.com. article: "Olympia issues SEPA determination for West Bay Yards project, seeks public input", February 2, 2026

Thank you for reading my objections.

Regards,

Gayle Merkle
2211 29th CT. NW
Olympia, WA 98502

From: [Givhan Williams](#)
To: [Nicole Floyd](#)
Subject: Re: West Bay Yards
Date: Monday, February 2, 2026 12:59:49 PM

Hi, Nicole,
Here's a copy of the email I sent you on the 29th. Thank you. It looks like it was the same email address as the one you've given me.

XXXXXXXXXXXXXXXXXXXXXXXXXXXX

Read Message
givhan

Comments on SEPA Determination

From : "givhan@juno.com" <givhan@juno.com>
To : nfloyd@ci.olympia.wa.us
Sent : Thu, 29 Jan 2026 06:50:40 GMT

Good day to you, Nicole Floyd:

I live in NW Olympia and am pleased that the neighborhood seems to be densifying in an intelligent and fairly environmentally conscious way. When I saw that the SEPA determination had been made and that the lead agency for the proposal had said that this action would have no significant adverse effect on the environment, I wondered what this lead agency is and what kind of investment it has in the project and/or in keeping regulations minimal for maximum profit. Otherwise, I can't see how anyone would be unable to understand that this project will create many environmental difficulties that will never be addressed adequately by "city regulations."

The traffic that will be generated by so many individuals and businesses will cause tangible damage to the air through carbon emissions, noise, and dirt. Even without this development, traffic on West Bay can be congested at times. Does the City plan to widen the road? That will also have a large impact on the environment.

The visual impact of the structures would be devastating. In construction, the use of new materials that have been mined or taken from the forests that help balance the carbon generated by human activity has an obviously negative effect. The hard surfaces that will cover a large percentage of the developed property will stifle the earth below it. Most of the other components that comprise such a huge and invasive project are destructive to a balanced environment.

What happens when the estuary project is finished? What about climate change and rising sea levels? Why is this project even being considered? Could this be about money? Please

consider making it easier and less expensive for individual landowners to increase urban density modestly and creatively. If it is about housing, this is a good alternative.

This project is not well thought out and (whether it is or not) appears to be a shameless pandering to big money. Let's not do this in our City of Olympia. There's enough of this happening in the rest of the country. Give us some hope, here!

Thank you,
Givhan Williams

On Mon, Feb 2, 2026, 12:48 Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Here is my email address.

Nicole Floyd, AICP

Director of Planning | City of Olympia

601 4th Ave E. | Olympia, WA 98501

Ph: 360.570.3768 | Fax: 360.753.8087

Web: olympiawa.gov

From: gmilligan@comcast.net
To: [Nicole Floyd](#)
Subject: West Bay Yard, as proposed, will overwhelm the 4th Ave roundabout
Date: Monday, February 2, 2026 11:40:02 AM

You don't often get email from gmilligan@comcast.net. [Learn why this is important](#)

Dear Ms. Floyd,

I think the large number of apartments that are planned for West Bay Yards will overwhelm the capacity of West Bay Drive, and more importantly, the 4th Avenue roundabout, and the 4th and 5th Avenue bridges.

I use the 4th Avenue roundabout most days and have learned to build in extra travel time if traveling M-F from 8am-9am, and from 4pm-6pm. The roundabout is already past capacity. There are going to be horrible, horrible traffic jams if 400+ added households are added to West Bay Drive. With West Bay Drive having only one lane heading into Olympia, during the morning commute the back ups on West Bay Drive will be epic, and not much better during the rest of the day.

The only major local arterial out of Northwest Olympia is Olympic Way-- how can it possibly accommodate so very, very many more households? It can't.

Sincerely,
Sara Milligan
1206 Hays Ave NW
Olympia

From: [Andrea parrish](#)
To: [Nicole Floyd](#)
Subject: West bay yards
Date: Tuesday, February 3, 2026 4:13:56 PM

[You don't often get email from sailaway47@msn.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Hello

My comment on this project is how it will impact west bay drive. It is a narrow road with lots of mourning and evening traffic.

Andrea Parrish
3635 Biscay st nw
Olympia, Wa
Sent from my iPhone

From: [Barbara Gomez](#)
To: [Nicole Floyd](#)
Subject: NO TO WEST BAY CONDOS
Date: Tuesday, February 3, 2026 1:25:45 PM

You don't often get email from bgomez2003@yahoo.com. [Learn why this is important](#)

I'm a West Olympia resident who frequently uses West Bay for recreational purposes-walking my dogs down the Garfield Nature Trail to the park. AND THAT STREET IS ALREADY A MENACE! People think it is a race track!

It's definitely too narrow to be widened for any more traffic! I'm a retired senior who always dreamed of having the kind of view that "the expensive units" with the bay view would have-but over development is NOT THE WAY TO GO!!

The hillside homes are perilous enough already. And the Heron Rookery and other portions of Eco Olympias preserved land was all meant to give our natural wildlife homes!!

Don't go for this plan!!!

Barbara Gomez
1817 Giles Ave NW
Olympia

[Sent from Yahoo Mail for iPhone](#)

From: [Cindy Rae](#)
To: [Nicole Floyd](#)
Subject: New condos on West Bay Drive
Date: Tuesday, February 3, 2026 8:12:34 AM

You don't often get email from cynrae523@gmail.com. [Learn why this is important](#)

Dear Nicole,

I have lived on the west side of Olympia for over 20 years. West Bay drive is the main road to get to downtown. It is a narrow two lane road. What is your plan for handling the huge increase in traffic on this road? There are already back ups at the traffic circle at Harrison during peak traffic times. More cars means longer back ups. Whats the plan???

Thanks in advance for your timely response!

Peace,

Cindy Rae

From: [Jester Purtteman](#)
To: [Nicole Floyd](#)
Subject: 5 unit complex
Date: Tuesday, February 3, 2026 8:53:47 AM

You don't often get email from jpurtteman@gmail.com. [Learn why this is important](#)

Frankly i think its a great idea. We need housing, high density is better than low, and yeah, a bunch of whiney people om west bay drive will absolutely be inconvenienced, well, thats life. Maybe some taxes can go into a little wider road and acceleration lanes, whatever. So, as you get a tidal wave of next-door social media induced frothing at the mouth, know that others in the community who use that road accept the bad along with the good.

Good luck!

From: [SKIP ALBERTSON](#)
To: [Nicole Floyd](#)
Subject: West Bay project
Date: Tuesday, February 3, 2026 3:51:39 PM

You don't often get email from albertsonfamily1@msn.com. [Learn why this is important](#)

Hi Nicole,

Thank you for asking those of us who live near the proposed West Bay Drive project for feedback. I have two main concerns, and one minor one:

1. The potential energy of a car/truck coming down Schneider Hill is high, so the placement of the proposed roundabout should take that into consideration. As much as possible, try to preserve some straight road at the bottom of the hill so that each car/truck doesn't have to "ride the brake" to safely enter the roundabout. Dust from brake linings could be a health consideration for everyone in the vicinity.
2. The proposed five-story tall buildings will necessarily block views of Budd Inlet for those of us living or walking in the area. A continuous walking path (i.e., no dead ends) for those who want to walk to/from downtown, will restore a little of what has been lost.
3. The roundabout off West Bay towards town will back up during certain times of day with the increased traffic. Is there some clever way to divert traffic to the right up Harrison and allow a U-turn back toward town to keep traffic flowing?

Thanks for listening,

- Skip Albertson
2017 Harbor View Drive NW

Olympia, WA 98502
(360) 867-3678, texts okay too.

From: mntsullivan@comcast.net
To: [Nicole Floyd](#)
Subject: West Bay Condos
Date: Tuesday, February 3, 2026 9:05:07 AM

You don't often get email from mntsullivan@comcast.net. [Learn why this is important](#)

Good Morning,

I am wondering what steps will be taken to mitigate the increased traffic flow on West Bay Drive and in particular, the junction with Harrison which already suffers backups due to westbound traffic up the hill from the roundabout. In addition, if you go north and then up the hill you find more traffic restrictions, e.g. speed bumps, poor visibility at the cross streets, etc. From my perspective this development is a disaster waiting to happen.

Terry Sullivan

360-870-8636

"If it's broke, fix it..... if it ain't broke, make it better."

From: [Gabby Fuentes](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards Projects
Date: Wednesday, February 4, 2026 6:22:23 AM

You don't often get email from gabandfig@gmail.com. [Learn why this is important](#)

Good morning Nicole,

Thank you for providing an opportunity for public comment.

I am a homeowner that lives off of West Bay drive in the Elliot/20th neighborhood area. I'm 35 and therefore plan to live in Olympia for many years, and am proud to call it home. I have always thought we needed to provide expanded public access on West Bay as myself and many neighbors across Olympia walk and bike there. It is a beautiful stretch of the Sound. I also consider this my main arterial to get home from work and errands.

I am in support of a project that would expand beach access and add public park facilities on West Bay if it's something the City can't afford on its own. My concern is the parking garage and the number of units going in. I think affordable housing is amazing and needed, but wonder what guarantees there are to ensure it stays affordable? On the waterfront that will be a hot ticket item and once a developer pulls out, it will be subject to price hikes and could make neighbors lose access to the Sound.

I am concerned about the number of units if it requires a parking garage, and concerned that gas and oil will spill into the Sound. This is our most precious resource and I'd rather see it sit empty than pollute the Sound and endanger wildlife and a delicate ecosystem.

I urge you to consider a modified project with expanded park and beach access for the community, with a responsible number of units that won't cause traffic on a tiny two lane road, and would not increase pollution to the Sound. In addition if we are adding housing I'd like to see a 100 year requirement for truly affordable housing for low income families.

Thank you for your consideration.

Warm regards,
Gabrielle Fuentes

From: [Liam McNamara](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards Project
Date: Wednesday, February 4, 2026 6:07:44 AM

You don't often get email from liam.mcnamara.pnw@gmail.com. [Learn why this is important](#)

Hi Nicole,

I am a concerned neighbor of the proposed West Bay Yards project. I don't consider myself a "nimby" and want to support the creation of more affordable housing and even small business opportunity. That being said, I have serious concerns about the environmental impacts of five large scale buildings places directly on the waterfront. I have concerns about the use of fill to expand the shoreline, and how that will impact the native species that currently exist. I'm very concerned that bringing 487 housing units to a stretch of land with no major bus service will encourage a ton of individual car ownership, and thereby pollution, directly adjacent to sensitive shores and immediately downwind of the heron rookery. This is not to mention major traffic concerns on this two lane, 30 mph road.

I would like to know what process was used to clear this project in terms of these environmental concerns, and I would like to formally request any documents that were used in that decision making process.

Additionally, I have concerns about this project and its impact on our community. I lived in Tacoma for 5 years and witnessed first hand the development of Ruston Way. The areas owned by Tacoma remained accessible water front, with large sidewalks that were constantly in use by families and people of all sort for recreation. The development owned by Ruston was opened up to commercial interests and became largely unfilled expensive water view condos, mega chain businesses that did not build community, paid parking lots, and generally just a place I never wanted to be. The traffic and congestion was also awful.

I am concerned that the West Bay Yards project will have a similar negative impact on our community. The water front should be a shared and protected resource. With so much of our waterfront in private hands already, we must be critical and cautious about approving new developments that block access and views to the general populace. "It's the water" extends to our views of the water these days, and being an inlet community is one of the special things that makes Olympia unique.

If you are not the person to direct these concerns to, I would appreciate you forwarding them to the appropriate staff, or letting me know who to contact.

Thank you for your help,

Liam McNamara

Liam.mcnamara.pnw@gmail.com
253-985-5502

From: [N Zyrkowski](#)
To: [Nicole Floyd](#)
Subject: Building project on West Bay Drive
Date: Wednesday, February 4, 2026 7:59:01 AM

You don't often get email from njzyrkowski23@gmail.com. [Learn why this is important](#)

19 yrs ago I was hired at St Petes. I told my husband that if waterview houses were affordable, I would accept the position. They were, we moved , and spent 1 entire year searching for our dream home with water and Rainier view.

I know development along West Bay Dr is inevitable, but dearly hope in the height of this proposed bldg consideration is given to those views so many of us treasure and which impact home values. Any neighbors expecting their home sale to support moving to senior housing, would find it disastrous if the view were impacted.

Please consider all impact carefully.

Thank you

Nancy and John Zyrkowski

1405 Eastview Ct NW

(Please note, even our street name reflects the view)

From: [sandra fabry](#)
To: [Nicole Floyd](#)
Subject: West bay drive project
Date: Wednesday, February 4, 2026 8:00:10 AM

I am a home owner on Crestline blvd and I use West Bay Drive almost daily and have for 13 years. Obviously there needs to be a plan to redevelop the entire stretch of road from the roundabouts to the Tugboat Annie area. West Bay drive is a two lane, 25 mph road with no room for widening either on the hill side or on the water side. In addition, roads dead end at West Bay Drive. Since I've lived here, at least two accidents have happened as cars have come down the hill and not stopped at West Bay Road. At least two people have died. Development is needed but not one that puts over 500 more cars on West Bay Drive. Redevelop West Bay Road before you agree to any developments. They will come once that issue is solved. I trust the City of Olympia will protect its current residents and wildlife, and will recruit a plan that is safe for us all. Thank you,

Sandi Fabry 360-528-1650

From: craig_keating@comcast.net
To: [Nicole Floyd](#)
Subject: West Bay 5 story unit complex
Date: Thursday, February 5, 2026 11:17:45 AM

You don't often get email from craig_keating@comcast.net. [Learn why this is important](#)

Good morning Nicole,

I live and have lived off Boston Harbor road and 53rd for 26 years. I am very reliant on West Bay road and a 5-story unit complex will compromise West Bay road with traffic for one lane of traffic in each direction. If it is not possible to expand West Bay Road for 2 lanes in either direction, this project appears infeasible to existing people who live here and depend on West Bay Road. During current traffic times, 7:30-9:00am and 4:30-6pm, West Bay often gets backed up and it takes considerable time to get through the backup and through the 4th and State traffic lights. Creating a massive amount of increased traffic without first increasing the traffic lanes and resolving the long waits for the 4th and State traffic signals, would make it very difficult to live here. Please do not move forward without creating more traffic lanes on West Bay and relieving the long waits at the 4th and State traffic signals.

Thank you.

Craig Keating
5316 Heights Ln NE, Olympia, WA 98506
360-701-2356

From: [Judy Olmstead](#)
To: [Nicole Floyd](#)
Subject: Re: West Bay Yards Update - SEPA Determination
Date: Friday, February 6, 2026 8:28:30 AM
Attachments: [Olmstead W Bay Testimony pages](#)

Hi Nicole,

I attach a commentary about several aspects of the crossing, thanks for forwarding it. My personal experience is the flashing lights at crossings w/o traffic lights are helpful. I strongly believe that unless the whole city of Olympia removes them everywhere downtown, they are part of visual culture in the area and should be used as cues along W Bay as well..

Thanks for your patient answering my questions, I look forward to the time of public commentary.

Judy

On Feb 5, 2026, at 4:07 PM, Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

There are zebra stripes – yes. But they are on top of the “pillow” and there is the concrete etc. that surrounds the drive lane that forces the driver to maneuver differently than in other parts of the road. These traffic calming measures tend to give a sense of limited space and uncertainty to the driver and typically cause them to slow down. There are also some bollards at the intersection. The project does not currently show those flashing lights. We do allow them in limited circumstances. My understanding is that the City (and lots of other Cities) have moved away from them because they are often flashing when nobody is in them and this leads to people ignoring them even when they are being used.

You could submit a comment encouraging that they be installed. I can forward that to our transportation engineer for the project and see what he says. He is currently out of the office on vacation, but will be back next week.

Nicole

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Thursday, February 05, 2026 3:12 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

Nicole,

Is this simply a zebra stripe crossing as by West Bay Park? Or are there also lights that can be triggered to stop traffic? I ask because I have found the zebra stripe already there to be sometimes quite dangerous and ignored.

Thanks,
Judy

On Feb 5, 2026, at 11:04 AM, Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Judy,

Process:

This project does not go to City Council for review. Their role is to adopt the City’s growth strategy (Comprehensive Plan) and zoning regulations, but once that is done the role of review for code compliance is move to the Site Plan Review Committee, which is made up of subject matter experts on various topics. For example, the City’s Traffic engineer reviewed the project against our adopted standards for the roadway design including the mid-block crossing for pedestrians intending to come down the hill and cross to the site and beachfront.

The City is obligated to recommend approval if the project meets code and obligated to recommend denial if it does not. In this way, comments of like/dislike are less relevant and comments that are more specific about how the project does/does not meet specific standards is the ask. It’s a nuanced, but important difference because most policy decisions like code adoption really are asking about people’s preferences, but at the code review level its far more black and white – complies or does not complies.

There will be a public hearing by the Hearing Examiner. He is a 3rd party reviewer, but he too is looking for if the project complies or does not comply with standards/regulations. The hearing has not yet been scheduled as I want to wait to see if we get a SEPA appeal before scheduling it. I would guess March or April. You will receive notice of that hearing when its scheduled. All comment letters received between 2021 and the hearing will be forwarded to the Examiner and you would also have an opportunity to speak at the hearing if you wanted.

The SEPA Determination has a comment deadline of February 10th and an appeal period of February 17th. These comments would ideally be focused on the SEPA Checklist, the determination. Most of the comments I have received in the last few weeks are more focused on the project in general and people’s likes/dislikes.

Traffic:

The applicant is required to install a variety of frontage improvements intended to assist in pedestrian safety. Here is an image from the plans showing how the trail will cross West Bay Drive:

<image001.png>

Here you can see there is a crossing with a mid-street raised island for pedestrians. The way the street is designed there is lighting and also two "pillows", which are essentially large scale speed bumps in this location. Here are some other images that might give a sense of it.

<image002.png>

<image003.png>

<image004.png>

The plan set I pulled those from is seen online as A.3 – civil plan set. Let me know if you have other questions,

Nicole Floyd, AICP

Director of Planning | City of Olympia
601 4th Ave E. | Olympia, WA 98501
Ph: 360.570.3768 | Fax: 360.753.8087
Web: olympiawa.gov

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Wednesday, February 04, 2026 7:07 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

¶ You don't often get email from olympiajudy9@gmail.com. [Learn why this is important](#)

Nicole, There is an elephant in the room! How will the narrow West Bay Drive be able to accommodate resident traffic let alone shoppers at the commercial areas? And how will the grateful citizens be able to cross West Bay Drive to enjoy the shoreline amenities--will there be a pedestrian bridge to help? I just tried to cross West Bay late afternoon today to get home and it was scary and crowded, just as things stand now. Has any of this been addressed and if so where in the lengthy documents?

Also please remind me when public testimony will be received. City Council was burned last time around with the paucity of times to give input compared to the input about changing the character of our residential neighborhoods downtown...

Thanks a lot,

Judy

On Jan 26, 2026, at 8:49 AM, Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Hey Judy,

The land use approval is conceptual in nature, so it is possible that the applicant could decide to do less units by the time they come in for actual construction permits. The City's review team (site plan review committee) is obligated to review projects as submitted. In doing that, we are assuming the applicant is confident in their unit count and reviewed for 478. A few years back, I would have also said they would probably come down in the total number, but it has remained consistent in all the various revisions they have submitted. This indicates to me that they are pretty committed to that number of units. It's also noteworthy that the buildings have a lot of space at the ground floor for various commercial space. This area too could be used for residential (which is the hotter of the markets), but they opted to retain the commercial space. In other words, it could be more residential units, but it appears they do not want to do that. For these reasons – I think they are firm on the number of units. If I were betting (which I am not), I would think they will stay true to that number.

Nicole

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Friday, January 23, 2026 4:46 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

¶ You don't often get email from olympiajudy9@gmail.com. [Learn why this is important](#)

Hi Nicole,

I am curious about the 478 (maybe not exactly that) unit number, is there no chance that that and the number of buildings will be made less? Lisa Parshley was very confident at the start of the project that the permitting would bring down the numbers...I don't have the bandwidth nor expertise to read everything and ascertain if there's a chance of it being smaller, just several hundred.

Thanks,

Judy

Judy Olmstead

On Jan 23, 2026, at 12:01 PM, Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Hello Party of Record,

You are receiving this email because you have indicated that you want to be informed of the project status of the West Bay Yards Shoreline Permit under review by the City of Olympia. The project is located at 1201 West Bay Drive, file number 21-2845.

Status Update: Since the last email update, the project has undergone Design Review by the Design Review Board, and further project review by the Site Plan Review Committee (SPRC). SPRC is made up of subject matter experts who work for the City and who's role is to evaluate projects for compliance with regulations. The project design has not changed significantly, but the supplemental documentation has been updated to address the various gaps found in the last review by the SPRC. Based on these updates, **the City has now issued a SEPA Threshold Determination** (see attached). The West Bay Yards website has been updated to include the revised submittals so that you have easy access to them.

Website Link for to view updated documents: [West Bay Yards Website](#)

SEPA Determination: A Determination of Non-Significance has been issued. It does not mean the project is not significant or important, rather that the impacts are within the scope of the regulations applicable to the project. The City's SEPA Official reviewed the anticipated impacts and determined they will be addressed by the City's environmental regulations such as Shoreline Master Program, Critical Area regulations, Drainage Design and Erosion Control Manual, Engineering Design and Development Standards, Municipal Code, Building/fire protection standards etc. as well as the environmental documents submitted with the project application in making this determination.

There is a comment period and appeal period associated with the determination.

- **Comment Deadline: 5:00pm, January 30, 2026**
- **Appeal Deadline: 5:00pm, February 6, 2026**

Comments on the SEPA Determination should be as specific as possible ideally identifying the topic/issue that has not been adequately addressed. The documents used to make the determination are available both on the public permit portal and the project website. Please note that SEPA Determination is made by the City's SEPA Official, not the Hearing Examiner. Comments related to the SEPA Determination would not be forwarded to the Hearing Examiner for review unless associated with a SEPA Appeal. See the notice (attached) for specific information related to comment and appeals.

Public Hearing: A public hearing has not yet been scheduled, but will be once the SEPA Determination appeal period expires. Once the Hearing is scheduled, notice will be sent to you and a comment period will be opened. If you have previously sent comments, those will be automatically forwarded to the Examiner. You do not need to resubmit them.

Questions: Please contact me if you have questions. I am available by email or phone. If your question is of a technical nature outside my expertise, I will coordinate with the appropriate division to get you the information.

Nicole Floyd, AICP

Planning Manager | City of Olympia
601 4th Ave E. | Olympia, WA 98501
Ph: 360.570.3768 | Fax: 360.753.8087
Web: olympiawa.gov

<SEPA_DNS.pdf><7.0 SEPA Checklist 2025.07.29.pdf>

From: craig_keating@comcast.net
To: [Nicole Floyd](#)
Subject: RE: West Bay 5 story unit complex
Date: Saturday, February 7, 2026 12:44:35 PM

You don't often get email from craig_keating@comcast.net. [Learn why this is important](#)

Hi Nicole,

I appreciate the detailed response. I do remain concerned about the increased traffic and believe that traffic has changed significantly since 2005 – I am certain that the census would agree. I am all for growth that satisfies needs as long as it responsibly takes and includes changes to the increased traffic. I will look for the public hearing.

Thank you.
Craig Keating

From: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Sent: Friday, February 6, 2026 3:10 PM
To: craig_keating@comcast.net
Subject: RE: West Bay 5 story unit complex

Hey Craig,

Thanks for sending in your comment letter. I will add it to the file and add you as a party of record. This means you will get updates from me about the project as it progresses through the permit process. I hear you saying you want the City to say no to this project. I can respect that, but also want to offer you some perspective on the place we are at and the roles various divisions play. I am a member of the Site Plan Review Committee, who are city employees that have various subject matter expertise. We review projects for compliance with the City's vision (Comprehensive Plan) and regulations that support that vision. We are obligated to recommend approval if a project meets those documents and similarly obligated to recommend denial if it does not. Based on our review, the project can be conditioned to be compliant. A public hearing will be scheduled – probably in late March early April for a 3rd party Hearing Examiner to review the record and to make a determination on if the project does/does not meet code. Public input is solicited, but comments about like/dislike are not particularly relevant. Ones that focus on code compliance or specific impacts are more relevant.

You raise traffic as a major concern. You are not alone, there are a lot of people who are concerned about traffic. In fact, back in the early 2000's the City Council was unsure how much development was reasonable to expect on this roadway and commissioned a study. The West Bay Corridor Study, completed in 2005 was used to create West Bay specific road design

standards and traffic volume expectations. The Comprehensive Plan envisions 3-6 story commercial and residential buildings along West Bay Drive. The vision from 2005 has not been developed, but the goals have been retained in each of the Comprehensive Plan updates that have occurred since. The City Council just completed a 3 year update process to the Comprehensive Plan which was just adopted in December. While it is possible that they could embark on a revision to the vision of this area, even if that occurred this project would be vested to the codes in effect when it was applied for, thus the modification would not apply to it.

This applicant has provided a Traffic Impact Analysis that shows how the additional units/commercial will affect the traffic volumes and each specific intersection. Its quite interesting. You can access it on the City's website here: https://www.olympiawa.gov/info/construction_in_olympia/west_bay_yards.php#outer-1306. Its item 7.B in "final documents". There are also Civil Drawings that show the ways in which the roadway in front of the project will be modified to assist in traffic calming and pedestrian crossing etc.

Please let me know If you have questions about the project plans or code requirements.

Nicole Floyd, AICP

Director of Planning | City of Olympia
601 4th Ave E. | Olympia, WA 98501
Ph: 360.570.3768 | Fax: 360.753.8087
Web: olympiawa.gov

From: craig_keating@comcast.net <craig_keating@comcast.net>

Sent: Thursday, February 05, 2026 11:18 AM

To: Nicole Floyd <nfloyd@ci.olympia.wa.us>

Subject: West Bay 5 story unit complex

You don't often get email from craig_keating@comcast.net. [Learn why this is important](#)

Good morning Nicole,

I live and have lived off Boston Harbor road and 53rd for 26 years. I am very reliant on West Bay road and a 5-story unit complex will compromise West Bay road with traffic for one lane of traffic in each direction. If it is not possible to expand West Bay Road for 2 lanes in either direction, this project appears infeasible to existing people who live here and depend on West Bay Road. During current traffic times, 7:30-9:00am and 4:30-6pm,

West Bay often gets backed up and it takes considerable time to get through the backup and through the 4th and State traffic lights. Creating a massive amount of increased traffic without first increasing the traffic lanes and resolving the long waits for the 4th and State traffic signals, would make it very difficult to live here. Please do not move forward without creating more traffic lanes on West Bay and relieving the long waits at the 4th and State traffic signals.

Thank you.

Craig Keating

5316 Heights Ln NE, Olympia, WA 98506

360-701-2356

From: [T. Leadingham](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards FONSI
Date: Saturday, February 7, 2026 11:26:32 AM

You don't often get email from tleadingh@yahoo.com. [Learn why this is important](#)

A Fonsi is not appropriate for this project. Because of climate change, sea level rise (which may well be higher than predicted when the site plans were made) and the adoption of a new Comprehensive Plan, this project and all others within the Shoreline management zone should have a full EIS. You could have an EIS for the entire Budd Bay shoreline. Have you addressed restoration of salmon to Budd Bay stream outlets? Have you consulted thoroughly with Squaxin and other tribal people? Peace with the Earth,

Tim Leadingham

Olympia, WA 98502

text: 208-755-8477

From: hwbranch@aol.com
To: [Nicole Floyd](#)
Subject: West Bay Yards
Date: Monday, February 9, 2026 8:59:12 AM

West Bay Yards Shoreline Permit under review by the City of Olympia. Location at 1201 West Bay Drive. File number 21-2845.

This project would set a precedent. It would be difficult to allow such a development along the waterfront and deny neighbors the same. The most immediate concern would be the proposed West Bayview Landing immediately to the north. Impacts of West Bay Yards could be doubled.

The existing site is built on fill that years ago was placed behind a stone riprap wall about 300 feet out from the previous shore. The plan is to knock back the top few feet of riprap and add 35,000 cubic yards of fill up against what's left out to the high tide mark. Another 26,515 cubic yards will be added below the high water mark for a total of 61,515 cubic yards of fill. This fill would bury whatever is there.

Fill doesn't come with a ready made benthic community. Species composition evolves over time. Larvae, the swimming babies, swim in and adults move across the seabed, both of which occur slowly over time. Puget Sound's benthos includes over 1,800 species of invertebrates living in or on the bottom sediments including ghost shrimp, worms, clams, crabs, and sea stars which are consumed by fish, birds, and marine mammals. These species choose specific places according to sediment composition. Soils in river and stream deltas are notoriously soft and muddy.

The delta of Schneider Creek is visible a few hundred feet north of the site in aerial photos. This location has been for thousands of years part of the Deschutes River estuary. The salt wedge is often visible a half mile to the north. If the stream wasn't run through a pipe, its delta would probably come up to the project line. Companion streams often form an integral part of the structure of a river estuary. This development would limit larger options.

The response states that shoreline restoration and planting will improve foraging habitat for birds. An explanation as to how would be helpful. The plan states that "Shoreline restoration is a major component of this project". To restore something means to return it to its original condition, place or position. Environmentally this would be the historic baseline. Nothing about this plan is anywhere near the historic baseline.

True beach restoration entails bulkhead removal. It does not involve piling material in front of bulkheads. Narrowing West Budd Inlet might increase velocity of waters flowing from the river and tides flowing in and out which combined with the steeper bank would increase erosion. Added to riverine sediments these will tend to find the lowest spots i.e. the shipping berths and channels.

There may be a solution. Use gravel as fill. This would allow the growing of Pacific or Japanese oysters which would otherwise sink in soft mud, a possibility that is being touted as a benefit. These are not native species. They have no place in the ecosystem. The loss of species in Budd Inlet has been well documented. These may be birds who in some cases spend the winters here or are migrating through. It may be salmon and other fish all of whom depend on natural conditions.

Not that long ago Budd Inlet was a rich productive ecosystem providing habitat for numerous resident and migratory species, some listed as endangered and some locally extinct. What is the current richness and abundance of species that would be buried? How might this impact other species such as diving ducks? Any development of this scale in this location should be based on science.

The City's Shoreline Master Program states that the City recognizes the importance of restoration of shoreline ecological function and encourages cooperative restoration efforts and programs between local, state, and federal public agencies, tribes, non-profit organizations and landowners...restoration actions should be targeted towards meeting the needs of both sensitive and locally important plant, fish and wildlife species...restoration should be coordinated with other natural resource management efforts and plans... restoration actions should consider system-wide benefits... restoration should give highest priority to measures that have the greatest chance of re-establishing shoreline ecological functions and processes... restoration and enhancement measures should be incorporated into the design and construction of new uses... shoreline restoration and enhancement should be considered as an alternative to structural stabilization... shoreline restoration and enhancement projects should protect the integrity of adjacent natural resources including aquatic habitats and water quality... restoration and enhancement projects should be in keeping with the SMP and restoration and enhancement projects should be designed to minimize maintenance over time.

The plan fails on all counts. There is no recognition of ecological function, no effort to meet the needs of sensitive and locally important plant, fish and wildlife species, no assessment of cumulative impacts or system wide benefits. No effort to re-establish shoreline ecological function or protect the integrity of adjacent natural resources. And this is not a cooperative effort. It's a matter of coming up with a plan and trying to sell it.

Whatever happens here will set a precedent, the objective being a waterfront surrounded by five story buildings and

gravel fill. If scientific inquiry or existing rules play a role, it won't happen.

Harry Branch
Olympia WA

From: [Jim Zabel](#)
To: [Nicole Floyd](#)
Cc: sarah@olyecosystems.org
Subject: West Bay Yards Project
Date: Monday, February 9, 2026 8:47:38 AM

You don't often get email from jzbridgechamp@gmail.com. [Learn why this is important](#)

I am not a property owner in the vicinity of the West Bay Yards Project, so I was not on the mailing list for information about the subject project. However, I am a property owner near Crestline and Elliott Ave. NW. I travel to my property regularly on West Bay Drive both northerly and southerly between the roundabout at Harrison Avenue and Crestline Avenue.

I have comments regarding the Determination of Nonsignificance for the West Bay Yards Project

1 West Bay Drive

Not even considering the impacts of the West Bay Project, West Bay Drive currently is too narrow and has no shoulder on the easterly side of the road. I think the road is long overdue for improvement. Now, add in the impact of the West Bay Yard Project, which proposes to construct 478 residential units, 22,000 SF of commercial use for restaurants/cafes, etc, With all these traffic generators, I can't imagine proceeding without major improvements to West Bay Drive. I envision the need for two more traffic lanes and a shoulder on the easterly side of West Bay Drive. The outside lane would be to channel northbound cars that plan to enter the proposed West Bay Yard Property. That lane needs to extend the full length of the subject property. The other needed lane would be a two way, left turn lane for southbound motorists desiring to turn left into the West Bay Project. Also, the additional lanes would provide better access for emergency vehicles.

The property directly south of the West Bay Yard Project (former Reliable Welding) is a desirable property for development, similar to the West Bay Yard Project and will most likely be developed similarly. Widening the road as mentioned above could be extended southerly at a later date to serve a future development on the Reliable Welding site.

2 Depositing fill on Aquatic Lands

I don't like the proposal of depositing fill on 0.5 acre of aquatic lands to create more uplands for the Project. I suspect the decision will be made by a regulatory agency.

3 Contamination on the Subject Property.

I am not convinced that enough environmental testing has been done on the West Bay Yards property, especially near the southern property line shared with the former Reliable Welding site. It is possible that there is contamination on the Reliable Welding property that is

migrating to the West Bay Yards site

James L. Zabel
5719 Devonshire St. SE
Olympia, WA. 98501

360 701-5255

From: barbmcoly@comcast.net
To: [Nicole Floyd](#)
Subject: West Bay Yards DNS--dispute
Date: Tuesday, February 10, 2026 8:34:14 PM

You don't often get email from barbmcoly@comcast.net. [Learn why this is important](#)

Dear Ms. Floyd,

I am writing to dispute the City of Olympia's determination of non-significance (DNS) for the West Bay Yards Project. The most egregious impact that is impossible to overlook is the converting of aquatic habitat for salmonid species to upland. Removing habitat for a priority species is inherently a significant impact. That is habitat that will not be replaced.

The State Environmental Policy Act (SEPA) prohibits balancing losses and gains even for a net ecological gain, especially without an opportunity for public comment or consideration of alternatives.

The aquatic habitat impacts must be considered openly and mitigated openly. The City of Olympia must follow the law and not fast-track this project.

Stormwater runoff from hundreds of cars dripping metals and hydrocarbons directly into Puget Sound is another significant impact to the delicate ecosystem and aquatic species.

Traffic impacts will certainly be huge on the narrow road connecting the West Bay Yards with the rest of Olympia. These impacts will spill over to the entire West Side of Olympia.

The contaminated sediments that had been designated a state Superfund (MTCA) on the site will certainly present a significant impact during construction and possibly on-going.

For all of these reasons, I dispute the DNS designation for the West Bay Yards Project. I urge you to follow the law and require an Environmental Impact Statement for the project.

Sincerely,

Barbara Carey
2706 Hampton Ct SE
Olympia, WA 98501

From: [Dale Armstrong](#)
To: [Nicole Floyd](#)
Subject: Re: Revised West Bay Yards Update - SEPA Determination
Date: Tuesday, February 10, 2026 8:19:47 PM

You don't often get email from dadarmstrong60@gmail.com. [Learn why this is important](#)

The project is located at 1201 West Bay Drive, file number 21-2845.

Ms Floyd,

Please record my complete opposition to this project. It is incomprehensible to me that there will be no environmental impact study.

Everyone knows this industrial site is heavily contaminated.

The shoreline itself is incredibly environmentally sensitive. Many aquatic species, already facing habitat degradation will be put at risk.

The shore line will be irreparably damaged.

None of this is rocket science. It is simply common sense.

The only individuals who will benefit from this project are the developers. Regular Olympia residents will be living with the consequences of this project, if it is allowed to be completed, for generations to come.

Please delay this decision until a complete environmental impact study can be done. I have no doubt that it will dictate that the project will not be allowed to move forward.

Thank you.

Sincerely,

Dale A Armstrong, MD

2706 Hampton Ct SE, Olympia, WA 98501

On Mon, Jan 26, 2026 at 12:00 PM Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Hello Party of Record,

You are receiving this email because you have indicated that you want to be informed of the project status of the West Bay Yards Shoreline Permit under review by the City of Olympia. The project is located at 1201 West Bay Drive, file number 21-2845.

The SEPA Determination sent out Friday 1/23/2026 has been revised to correct the public comment period and appeal period. See attached for the updated document. For convenience the revised dates are:

- Comment Deadline: February 10, 2026
- Appeal Deadline: February 17, 2026

Please let me know if you have questions.

Nicole Floyd, AICP

Planning Manager | City of Olympia

601 4th Ave E. | Olympia, WA 98501

Ph: 360.570.3768 | Fax: 360.753.8087

Web: olympiawa.gov

February 10, 2026

From: Gordon White

To: Ms. Nicole Floyd, City of Olympia, WA

Subject: Comments on SEPA Checklist and SEPA DNS for the West Bay Yards Project

Thank you for the opportunity to comment. I appreciate the level of detail in much of the submittal documents and agency comments. It is a challenging site to develop and one can see that the project proponent has done many revisions, additional investigations and responded to many questions regarding incomplete responses in the SEPA Checklist and supporting documents. This is partly caused by the difficult nature of redeveloping a former industrial site along a narrow confined shoreline bordered by marine waters to the east and steep hillsides to the west. I think it is important to note that the “long” time frame of review mentioned by the project’s representatives is due to the circumstances of the site and location and not due to the City’s staff review nor citizen comment process.

EIS vs long form DNS

The decision to not use a full Environmental Impact Study form of review makes it difficult to see the big picture of impacts and fit them to specific studies and requirements. I have completed and reviewed hundreds of SEPA checklists and many EIS documents in my career. Even with my background it is difficult to follow the many impacts addressed in the City’s DNS of the project. I understand the City feels it can address the impacts using its authority under specific regulations for design, water pollution prevention, transportation etc. Most of us on the “Party of Record” list do not have the wherewithal to follow all the many balls in the air this approach throws up for us to follow. What happens when further into the project the applicant asks for a deviation from the standards in the City’s ordinance? How will the “party of record” be notified, comment and challenge specific modifications?

The following are my “general” comments that pertain to a cross section of issues in the DNS and attachments. I also have some specific comments on the information provided in the SEPA DNS.

General Comments on project description ownership boundaries 3rd Round Submittal Documents 7.1 and the Final Round submitted documents 7.A through 7.U

Property Ownership Boundary:

I am unable to find in the legal description the verification of shoreline ownership boundary and state owned aquatic lands. The proposed shoreline restoration plan proposes to fill beyond the current OHWM yet there is not a proposal for leasing WDNR aquatic lands that are below the OHWM. A delineation of the project proponents ownership and its boundary with state owned aquatic lands and the harbor lines boundary will be important in evaluating potential impacts to the publics rights to navigation and the potential benefits of the proposed restoration. The project proponent may also need to obtain a lease from WDNR for use of state owned aquatic lands.

Earthquake Impacts to Capped Contaminated Soils:

As noted in the geological assessments, the property will be subject to earthquakes severe enough to cause liquefaction of the underlying soils. The SEPA review and attached agreed order do not examine the potential of the health risks to people living in the proposed development when such releases occur. The proposed SEPA DNS does not address this risk to public health. How will the impacts to public health from such an event be prevented?

Specific Comments on SEPA Checklist

Section 12. Recreation:

- Potential impacts of the project on nearby West Bay Park are not identified in the Transportation Impact Analysis.
- The projects increase in trips per day will create traffic congestion for pedestrian and bicycle users to navigate to and access the park as well as commute into the city center.
- The proposed raised asphalt intersections at the northern and southern project limits will not be enough to protect pedestrians and cyclists crossing West Bay Drive at various points. These should be added at each pedestrian crossing. The bike lane widths need to be a full 6' to address the increased risks to cyclists.

Section 14. Transportation:

- Future transit demand and conditions are missing from this analysis.
- Current transit stops on other streets are too far away and up steep sloping streets, some without sidewalks. Existing transit service can not meet the demand created by the proposal and address impacts to existing residents and businesses along West Bay Drive.
- It is surprising that a proposal for a new high density mixed use development does not include transit service and was not studied for implementation with Intercity Transit. Transit service with transit stops in both north and south directions should be incorporated into the proposed right of way design and coordinated with Intercity Transit. Pullout bus lanes should also be considered.

From: [Greg Waters](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards
Date: Tuesday, February 10, 2026 6:56:45 PM

You don't often get email from greg.h2os@gmail.com. [Learn why this is important](#)

Dear Ms. Floyd,

I have been concerned with the proposed development called West Bay Yards for some time. It seems a travesty to build right on the shoreline when there is so little shore and habitat left. This area represents a connection from the proposed Deschutes Estuary restoration to the West Bay Woods and heron rookery.

The number of apartments that will be crammed into this small space is quite surprising, and I do not think the roadway can handle that many vehicles and people. There is not room for expansion of the roadway and sometimes going through the roundabout takes quite a while if you aren't on the main flow route. This will also be difficult for pedestrians and bicyclists. The traffic study estimated about 210 vehicle trips during peak hours. Do they think that only 1/4 of the people will work and work a normal shift? The traffic estimate seems fairly low to me.

Most importantly, I am mystified how a DNS can be issued when the Ordinary high water mark will be moved and massive amounts of fill will be brought in to fill a portion of the intertidal and upland areas. These are significant actions and should require an EIS. The ramifications for altering the shoreline must be addressed in a careful and transparent manner. Please reverse the DNS and require an EIS.

Sincerely,
Greg Waters
1921 Fairview St. NE
Olympia, WA

From: [J Stone](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards
Date: Tuesday, February 10, 2026 9:46:57 PM

You don't often get email from stone.oly@gmail.com. [Learn why this is important](#)

I am writing with concerns about this project:

- 1) The environmental impact of filling the coast line of Budd Bay with 27,000 cubic yards of “material” (not specified) that may threaten the habitat of salmon and other natural inhabitants of this aquatic zone. Budd Bay is known to have been the victim of many years of toxic waste originated by industry and is the current subject of remediation efforts. Parking lots large enough to accommodate the numbers of residents and visitors to the retail spaces anticipated by this project are likely to threaten the bay with petroleum byproducts and other toxic materials draining into the bay as part of storm runoff. How does this proposal fit into the ongoing effort to restore the bay, currently the subject of remediation, and integrate with the complex project that will remove the dam and create the estuary? Restoring the health of this part of the urban environment is a priority for many in this city and throughout the region; would a project of this size, in this location, interfere with these goals?
- 2) Access to this site is limited to a narrow, heavily used two-lane street. Anyone who travels this street on a regular basis is familiar with the challenges that would be encountered if there were to be a vastly increased residential population and visitors to the retail zone. As it is now, traffic on West Bay Drive is frequently clogged by large trucks, equipment, garbage trucks, USPS and Amazon trucks. The many residents of the westside community who use the street on a daily basis navigate around these fairly easily, but it is hard to imagine how firetrucks, police cars, and other emergency vehicles could navigate this limited space if there were an emergency with an urgent need to evacuate a large number of people, many of whom might be in their cars.
- 3) How would this project ensure that residents of the westside community have continued access to this important street? And how can the City of Olympia assure the public that it will protect the future health of Budd Bay if this project gets a go-ahead?

Jane Stone

From: jim.rudy
To: [Nicole Floyd](#)
Subject: West Bay Yards Project
Date: Tuesday, February 10, 2026 11:53:19 AM

[You don't often get email from jimrudy57@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

Dear Nicole Floyd,

Yet another voice very concerned about the traffic impact of the proposed scale of the West BayYards.

Reducing the scale of this project would be the best outcome, but very unlikely to happen. The project gained momentum when the Olympia City Council accepted a \$250,000 dollar donation to the Home Fund. Ironically that amount is less than half the median price of a home in Thurston County. So traffic accommodation and pedestrian safety is paramount.

Just some items to consider:

The back up of traffic, particularly during rush hour at the Harrison Ave traffic circles.

The huge backups that will occur during Fifth Ave closures for events like Lake Fair.

Only a small percentage of Olympians use our fine bus system, so a bustop at the Yards will most likely not greatly mitigate traffic volumes on West Bay Drive.

Has the City looked at adding parking or acquiring more land for parking at the West Bay Park, which will be impacted by addition usage.

With the Council's recent concern with increasing pedestrian safety after the recent fatalities, will the necessary sidewalk improvements be made? Will a pedestrian crossing signal be installed at West Bay Park entrance where pedestrians and pets cross to the trail head of the Garfield Nature trail? This will be important for pedestrians, but will also slow traffic flow.

Will these important upgrades be paid for by the developer?

Perhaps reducing some of the proposed retail space could reduce the height of the buildings, to give some view blockage relief to adjacent neighbors. Most of the downtown developments have extremely low retail occupancy. The track record of those retail shops that have leased space being successful has been mediocre at best.

Will people want to rent in a building that is hard to access day in and day out?

Let's not build another sinking ship. Give this project's plans and it's traffic impact more review. Citizens of Olympia deserve to keep Olympia growing in a thoughtful positive way to insure a high quality of life for all and eventually the tax revenues will follow.

Sincerely,

James Rudy
360-791-9241

From: [Lee Ann Gekas](#)
To: [Nicole Floyd](#)
Subject: West Side development proposal
Date: Tuesday, February 10, 2026 12:16:33 PM

You don't often get email from dragonflygardener59@gmail.com. [Learn why this is important](#)

IT appears to me that the number of units proposed for this development greatly dwarfs the ability of the road there to handle the amount of traffic it will produce. That is already a busy spot and traffic going into and out of the traffic circle from West Bay will become even more problematic.

Please take this into consideration.

Lee Ann Gekas
Olympia, WA

From: northbeachcomm@cs.com
To: [Nicole Floyd](#)
Subject: WEST BAY YARDS DNS; PUBLIC COMMENT, CITY OF OLYMPIA
Date: Tuesday, February 10, 2026 8:47:50 AM

FEB 7, 2026

Dear City of Olympia;

The State Environmental Policy Act (SEPA) keeps the City of Olympia from engaging in a “balancing” exercise, the City of Olympia needs to look at the impacts of this project. It cannot explain away significant impacts from a project because the end-result from the project is intended to be a net ecological gain. This balancing exercise is outright prohibited under SEPA. We must follow rule of law!

Plus this apartment project is not for inexpensive housing, it is for market rate housing which is expensive!

There are many negative impacts of this project , some listed below. Plus, we must have mitigations for this project.

The proposed restoration elements of the project are not voluntary, nor are they mitigation for potential negative impacts. We have of a legally binding agreements regarding these environmental issues.

We NEED MITIGATION:

Mitigation opportunities in the surrounding area:

Schnieder Creek goes through our neighborhood, the Burbank/Elliot Neighborhood Assoc. It is fish-bearing creek where a botched culvert was placed on West Bay Dr., a decade ago (at the bottom of the steep hill). This has resulted in a total barrier to salmonid migration and the destruction of a potentially valuable pocket estuary. The correction of past mistakes at Schneider Creek would make for an obvious mitigation project for the impacts of the West Bay Yards proposal.

Many neighbors are concerned about West Bay Dr. street handling the increased traffic. We know the city traffic studies say that the West Bay Yards 487 apts will only increase vehicle trips by 1400 per day (and the city approved the other development next door to this one, the 350 Senior apts. which would also increase traffic). Traffic along this street is heavy already, during rush hours it is awful. We need a full EIS on this project! Please listen to our issues, our concerns!

Thanks;

Lisa Riener; Co-President of Burbank/Elliot Neighborhood Assoc.(2103 Harrison AVE., Oly.)



**To: Nicole Floyd, Principal Planner
City of Olympia: Community Planning & Development
P.O. Box 1967
Olympia, WA 58507-1967**

From: Olympia Ecosystems

February 10, 2026

Dear Ms. Floyd,

Olympia Ecosystems is a community-based conservation nonprofit that works to protect, preserve, and restore key ecosystems in and around the Olympia area. Restoration of the Deschutes River and its estuary are a key focus in our 2024-2030 Strategic Plan. We manage and are actively restoring over 500 acres of degraded land within this system and have both a clear interest and clear legal standing in what happens at West Bay.

The West Bay Yards project (WBV), located within the Deschutes Estuary, consists of the construction of 478 market rate housing units, and an additional 20,500 square feet of commercial space on 1,500 feet of highly contaminated shoreline. The project entails the importation of a staggering volume of fill, a repositioning of the ordinary high-water mark, the creation of new uplands in violation of the Shoreline Master Plan, and a total remaking of the West Bay shoreline, with all that that implies.

Converting aquatic habitat to new upland habitat is a significant impact. We all agree that the West Bay nearshore and tidelands are significantly degraded. It is possible that this project, once complete, will result in improved ecological conditions. But to get there, the applicant proposes the conversion of aquatic habitat to uplands. This conversion is significant – both in terms of its context and intensity. The “context” is aquatic foraging habitat for priority species, including salmonids, within close proximity to the delta of Schneider Creek. Foraging habitat, even degraded, is in short supply in Budd Inlet due to the inlet’s historical use for logging and other industrial processes; every forage site counts. In terms of “intensity,” this aquatic habitat is not coming back once converted. It is gone. The organisms that depend on this aquatic habitat are displaced (which, again, includes priority species), forever. This is a significant impact, regardless of the ecological benefits of the project once complete.

The State Environmental Policy Act (SEPA) precludes the City of Olympia (City) from engaging in a “balancing” exercise, wherein the city rationalizes away significant impacts from a project because the end-result from the project is intended to be a net ecological gain. Not only is this balancing exercise outright prohibited under SEPA regulations, but it also thwarts the policies that underpin SEPA, including informed disclosure and public comment. Undeniably, the impacts from converting aquatic habitat to upland, positive, negative or unknown will be significant.

The proposed restoration elements of the project are not voluntary, nor are they mitigation for potential negative impacts. Rather, they are the result of a legally binding agreement between the City and WBV, in which WBV gained a right to unchanged development regulations until 2036. That immunity from

evolving regulations with evolving policy and evolving scientific understanding has a value to WBY – it is a benefit for which WBY negotiated. The cost of that benefit to WBY is a restoration of the shoreline that is consistent with the City’s 2016 restoration assessment, and consistent with the development regulations as they existed at the time the project vested.¹

The impacts that flow from this project, even if they flow from the applicant’s obligation under the development agreement, must still be considered under SEPA. If those impacts cannot be mitigated such that they are insignificant, a determination of significance is required. In other words, any negative impacts that flow from this project still need to be mitigated.

Mitigation opportunities in the surrounding area abound. Take, for example, Schnieder Creek, a fish-bearing creek where a botched culvert has resulted in a total barrier to salmonid migration and the destruction of a potentially valuable pocket estuary. The correction of past mistakes at Schneider Creek would make for an obvious mitigation project for the impacts of WBY. Remediation and restoration of the Reliable Steel site is another obvious potential mitigation project for WBY.

Yet, the City of Olympia has issued a determination of non-significance (DNS) for the WBY project - not even a determination of mitigated non-significance (MDNS) – as though the negative impacts of this proposal, both short-term and long-term merit no public discussion nor any mitigation whatsoever. They do. And this despite repeated assurances during oral arguments in front of the Hearings Examiner and Superior Court that an EIS was not required for the Development Agreement but rather would come at the project stage.

Granted, we live in undemocratic times. Still, the City of Olympia purports to be better than that.

The City’s stated rationale for issuing a DNS for WBY is that though there will be impacts, those impacts are within the scope of the City’s regulations. We disagree. But anyway, that is not the threshold for SEPA determination. Any project has impacts on the environment. The threshold for SEPA is triggered if those impacts are likely to be significant. The impacts of this project are plainly both significant and wholly unmitigated.

Furthermore, it appears the City’s (current) position is that no conditions are required under SEPA because the applicable regulations provide adequate analysis of and mitigation for some or all of the specific adverse environmental impacts from the project. The controlling authority on this issue is WAC 197-11-158 and RCW 43.21C.240. Under those authorities, if the City has opted to rely on regulations to comply with SEPA, certain steps must be followed. For instance, the City must include a declaration in its DNS which states:

The lead agency has determined that the requirements for environmental analysis, protection, and mitigation measures have been adequately addressed in the development regulations and comprehensive plan adopted under chapter [36.70A](#) RCW, and in other applicable local, state, or federal laws or rules, as provided by RCW [43.21C.240](#) and WAC 197-11-158. Our agency will not require any additional mitigation measures under SEPA.²

¹ *City of Olympia West Bay Environmental Restoration Assessment Final Report* (Coast & Harbor Engineering, 2016)

² WAC 197-11-158(2)(d).

This statement is missing from the DNS. Moreover, under these same authorities, the City must identify the specific impacts, first, and then show how those impacts are adequately addressed by the existing regulations. Any impacts that are unaddressed must be considered under SEPA per its “gap-filler” function.

Olympia Ecosystems and the City of Olympia have worked collaboratively in the past to advance ecosystem preservation and restoration. However, we cannot agree that a DNS is appropriate for a project that will result in the permanent loss of aquatic habitat, even degraded habitat – in particular when many species up the trophic chain dependent on this type of habitat are already in decline. This project forecloses the possibility that this foraging habitat could ever be restored. Even if this proposal comes to fruition and a net ecological lift is achieved, there will still be less habitat than there was before. This will be a significant loss, despite any gained benefit. The SEPA DNS of the project should be reversed with an order to prepare an environmental impact statement.

At the very least, the city must recognize that this project involves unresolved conflicts about how to manage Budd Inlet. Therefore, an alternatives analysis is required. The guiding case on this requirement is *Wild Fish Conservancy v. Washington Dep't of Fish & Wildlife*, 198 Wn.2d 846, 502 P.3d 359 (2022). In that case, the court concluded that under RCW 43.21C.030(2)(e), a lead agency “may be required to assess alternatives to a proposal that is not likely to result in significant adverse environmental impacts.” *Id.*, at 862. The court further concluded that “an alternatives analysis is appropriate when a proposal involves a competition over the use of a resource whereby selecting one manner of using the resource will preclude all other uses.” *Id.*, at 864-5. That is precisely the case at hand – this is an “either/or” situation wherein approving a proposal that converts aquatic habitat to uplands precludes all other uses of that aquatic habitat – it is gone. It is either uplands or it is aquatic.

In its reply brief (Court of Appeals, Case No. 56314-2-II), attorneys for the proponent asserted that an EIS was not warranted for the Development Agreement because it did not follow that “completing an EIS for the development agreement would lead to modification of the underlying project.” In contrast, there is no dispute that completing an EIS at the project stage could very well lead to modifications of the project. Done correctly, an EIS would lead to a better project that is in balance with the environment and the community.

Indeed, the proponent’s attorneys conceded that “under the terms of the development agreement, the City could still require an EIS for development of the project, including the proposed shoreline restoration. *See, e.g.*, CP 17 (“The Project will require review under [applicable land use regulations].”).”

The City has chosen not only to not require an EIS for a development that by any measure is the largest development in the history of the city, but also to not require *any* mitigation for a development proposal in the most sensitive and degraded environment within city limits. This is deliberate. By not requiring an EIS, nor even any public discussion of mitigation, the City has effectively shut the public out of any role in the wholesale remaking of our shoreline. That flies in the face of SEPA and it flies in the face of democracy.

It has not always been this way. Take the example of the Deschutes Estuary Restoration project. Decades of science suggested that the removal of the 5th Avenue Dam would lead to significantly better outcomes for the environment. The City lagged in its understanding of this. As few as ten years ago, City engineers were still maintaining that the removal of the 5th Avenue dam would lead to increased flooding in the city’s downtown. There were those who advocated for the removal of the 5th Avenue Dam, there were those who advocated against. Yet an EIS was executed and was supported by the City of Olympia because the environmental impacts were clearly significant and the scale of the project demanded public

involvement. The EIS ended up revealing that removal of the 5th Avenue Dam would decrease flooding within the downtown, and the plan to remove the 5th Avenue Dam was approved.

The West Bay Yards project is similar. In some respects, the environment will improve, in other respects the environment will be further degraded. The sheer scale of the project demands the real participation of the public, which is only achieved by a real alternatives analysis, with full public participation. As is clear in the example of the Deschutes Estuary Restoration, our collective ability to make an informed decision increases with an EIS. The City should not adopt the position that only it and the developer know what is best. History does not support that.

In conclusion, we assert that the filling of tidelands to create 0.44 acres of upland still violates the SMP. The SMP clearly states that filling is allowed only in those cases where the fill is the minimum practicable *and* no new uplands are created. We also assert that the potential impacts of this development are significant and wholly unmitigated, despite clear opportunities for mitigation in the proximity. We, therefore, request that the SEPA DNS of the project be reversed with an order to prepare an environmental impact statement.

Sincerely,

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

Daniel R. Einstein, Ph. D.
Land Conservation Director
Olympia Ecosystems
1107 West Bay Dr. NW
Suite 101A
Olympia, WA 98502

From: [Howard Rosenfeld](#)
To: [CityCouncil](#); [Nicole Floyd](#)
Subject: Full EIS on West Bay Yards Needed
Date: Tuesday, February 24, 2026 5:29:32 PM

You don't often get email from hrstruggle@gmail.com. [Learn why this is important](#)

Dear Council,

I support Olympia Ecosystems call to make the developer of West Bay Yards undergo a full EIS before anything is built.

In addition to all of the concerns raised, I'm not sure how the narrow, 2-lane road will handle all the additional traffic.

And how we are deciding to build in an area where high tidal volumes still are at play is not something I think I understand well. Can someone tell me which of the final round submitted documents address this? I don't have the time to pore through every single one.

Thank you!

Howard Rosenfeld
2930 Maringo Rd SE, Olympia, WA 98501
hrstruggle@gmail.com

From: [Dave Bellefeuille-Rice](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards
Date: Tuesday, February 24, 2026 8:22:42 AM

You don't often get email from dbrkbr@gmail.com. [Learn why this is important](#)

Hello Nicole,

Trust is a risk. I'm trusting you and your colleagues to give due attention to environmental concerns regarding West Bay Yards, and **I am trusting that a full impact statement is not needed.**

That said, I like the idea of housing along the water, even though I could never afford to live there.

And environmentally-speaking, **building it there will have less impact that building it on the fringes of the urban area.** Quite a bit less, I'd wager.

Thanks for your work,
David Bellefeuille-Rice
1604 Union Avenue SE
Olympia

--

For nothing worth proving can be proven nor yet disproven; wherefore thou be wise, cleave to the sunnier side of doubt. Tennyson

From: [Nicole Floyd](#)
To: [Kenneth Haner](#)
Subject: FW: West Bay Yards Update - SEPA Determination
Date: Wednesday, April 1, 2026 8:04:29 AM

Can you put this in the sepa comment file and then make the pdf?

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Tuesday, March 31, 2026 5:31 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

Nicole, my comment is well summarized in the words below.

and, I understand that OlyEcosystems or whatever the name is will go to court re. requiring an environmental assessment...so this may take time one way or another.

Judy

On Mar 31, 2026, at 11:35 AM, Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Hey Judy,

I cannot seem to open the attachment you sent. Is there any way you can resend it.

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Friday, February 06, 2026 8:28 AM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

Hi Nicole,

I attach a commentary about several aspects of the crossing, thanks for forwarding it. My personal experience is the flashing lights at crossings w/o traffic lights are helpful. I strongly believe that unless the whole city of Olympia removes them everywhere downtown, they are part of visual culture in the area and should be used as cues along W Bay as well...

Thanks for your patient answering my questions, I look forward to the time of public commentary.

Judy

On Feb 5, 2026, at 4:07 PM, Nicole Floyd
<nfloyd@ci.olympia.wa.us> wrote:

There are zebra stripes – yes. But they are on top of the “pillow” and there is the concrete etc. that surrounds the drive lane that forces the driver to maneuver differently than in other parts of the road. These traffic calming measures tend to give a sense of limited space and uncertainty to the driver and typically cause them to slow down. There are also some bollards at the intersection. The project does not currently show those flashing lights. We do allow them in limited circumstances. My understanding is that the City (and lots of other Cities) have moved away from them because they are often flashing when nobody is in them and this leads to people ignoring them even when they are being used.

You could submit a comment encouraging that they be installed. I can forward that to our transportation engineer for the project and see what he says. He is currently out of the office on vacation, but will be back next week.

Nicole

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Thursday, February 05, 2026 3:12 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

Nicole,

Is this simply a zebra stripe crossing as by West Bay Park? Or are there also lights that can be triggered to stop traffic? I ask because I have found the zebra stripe already there to be

sometimes quite dangerous and ignored.

Thanks,
Judy

On Feb 5, 2026, at 11:04 AM, Nicole Floyd
<nfloyd@ci.olympia.wa.us> wrote:

Judy,

Process:

This project does not go to City Council for review. Their role is to adopt the City's growth strategy (Comprehensive Plan) and zoning regulations, but once that is done the role of review for code compliance is move to the Site Plan Review Committee, which is made up of subject matter experts on various topics. For example, the City's Traffic engineer reviewed the project against our adopted standards for the roadway design including the mid-block crossing for pedestrians intending to come down the hill and cross to the site and beachfront.

The City is obligated to recommend approval if the project meets code and obligated to recommend denial if it does not. In this way, comments of like/dislike are less relevant and comments that are more specific about how the project does/does not meet specific standards is the ask. It's a nuanced, but important difference because most policy decisions like code adoption really are asking about people's preferences, but at the code review level its far more black and white – complies or does not complies.

There will be a public hearing by the Hearing Examiner. He is a 3rd party reviewer, but he too is looking for if the project complies or does not comply with standards/regulations. The hearing has not yet been scheduled as I want to wait to see if we get a SEPA appeal before scheduling it. I would guess March or April. You will receive notice of that hearing when its

scheduled. All comment letters received between 2021 and the hearing will be forwarded to the Examiner and you would also have an opportunity to speak at the hearing if you wanted.

The SEPA Determination has a comment deadline of February 10th and an appeal period of February 17th. These comments would ideally be focused on the SEPA Checklist, the determination. Most of the comments I have received in the last few weeks are more focused on the project in general and people's likes/dislikes.

Traffic:

The applicant is required to install a variety of frontage improvements intended to assist in pedestrian safety. Here is an image from the plans showing how the trail will cross West Bay Drive:

<image001.png>

Here you can see there is a crossing with a mid-street raised island for pedestrians. The way the street is designed there is lighting and also two "pillows", which are essentially large scale speed bumps in this location. Here are some other images that might give a sense of it.

<image002.png>

<image003.png>

<image004.png>

The plan set I pulled those from is seen online as A.3 – civil plan set. Let me know if you have other questions,

Nicole Floyd, AICP

Director of Planning | City of Olympia
601 4th Ave E. | Olympia, WA 98501
Ph: 360.570.3768 | Fax: 360.753.8087

Web: olympiawa.gov

From: Judy Olmstead <olympiajudy9@gmail.com>
Sent: Wednesday, February 04, 2026 7:07 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

You don't often get email from olympiajudy9@gmail.com. [Learn why this is important](#)

Nicole, There is an elephant in the room! How will the narrow West Bay Drive be able to accommodate resident traffic let alone shoppers at the commercial areas? And how will the grateful citizens be able to cross West Bay Drive to enjoy the shoreline amenities--will there be a pedestrian bridge to help? I just tried to cross West Bay late afternoon today to get home and it was scary and crowded, just as things stand now. Has any of this been addressed and if so where in the lengthy documents?

Also please remind me when public testimony will be received. City Council was burned last time around with the paucity of times to give input compared to the input about changing the character of our residential neighborhoods downtown...

Thanks a lot,

Judy

On Jan 26, 2026, at 8:49 AM, Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Hey Judy,

The land use approval is conceptual in

nature, so it is possible that the applicant could decide to do less units by the time they come in for actual construction permits. The City's review team (site plan review committee) is obligated to review projects as submitted. In doing that, we are assuming the applicant is confident in their unit count and reviewed for 478. A few years back, I would have also said they would probably come down in the total number, but it has remained consistent in all the various revisions they have submitted. This indicates to me that they are pretty committed to that number of units. It's also noteworthy that the buildings have a lot of space at the ground floor for various commercial space. This area too could be used for residential (which is the hotter of the markets), but they opted to retain the commercial space. In other words, it could be more residential units, but it appears they do not want to do that. For these reasons – I think they are firm on the number of units. If I were betting (which I am not), I would think they will stay true to that number.

Nicole

From: Judy Olmstead
<olympiajudy9@gmail.com>
Sent: Friday, January 23, 2026 4:46 PM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Update - SEPA Determination

You don't often get email from olympiajudy9@gmail.com. [Learn why this is important](#)

Hi Nicole,

I am curious about the 478 (maybe not exactly that) unit number, is there no chance that that and the number of

buildings will be made less? Lisa Parshley was very confident at the start of the project that the permitting would bring down the numbers...I don't have the bandwidth nor expertise to read everything and ascertain if there's a chance of it being smaller, just several hundred.

Thanks,

Judy

Judy Olmstead

On Jan 23, 2026, at 12:01 PM,
Nicole Floyd
<nfloyd@ci.olympia.wa.us>
wrote:

Hello Party of Record,

You are receiving this email because you have indicated that you want to be informed of the project status of the West Bay Yards Shoreline Permit under review by the City of Olympia. The project is located at 1201 West Bay Drive, file number 21-2845.

Status Update: Since the last email update, the project has undergone Design Review by the Design Review Board, and further project review by the Site Plan Review Committee

(SPRC). SPRC is made up of subject matter experts who work for the City and who's role is to evaluate projects for compliance with regulations. The project design has not changed significantly, but the supplemental documentation has been updated to address the various gaps found in the last review by the SPRC. Based on these updates, **the City has now issued a SEPA Threshold Determination** (see attached). The West Bay Yards website has been updated to include the revised submittals so that you have easy access to them. Website Link for to view updated documents: [West Bay Yards Website](#)

SEPA Determination: A
Determination of Non-Significance has been issued. It does not mean the project is not significant or important, rather that the impacts are within the scope of the regulations applicable to the project. The City's SEPA Official reviewed the anticipated impacts and determined they will be addressed by the City's environmental regulations such as Shoreline Master Program, Critical Area regulations, Drainage Design and Erosion Control Manual, Engineering Design and Development Standards, Municipal Code, Building/fire protection standards etc. as well as the

environmental documents submitted with the project application in making this determination.

There is a comment period and appeal period associated with the determination.

- **Comment Deadline:**
5:00pm, January 30, 2026

- **Appeal Deadline:**
5:00pm, February 6, 2026

Comments on the SEPA Determination should be as specific as possible ideally identifying the topic/issue that has not been adequately addressed. The documents used to make the determination are available both on the public permit portal and the project website. Please note that SEPA Determination is made by the City's SEPA Official, not the Hearing Examiner. Comments related to the SEPA Determination would not be forwarded to the Hearing Examiner for review unless associated with a SEPA Appeal. See the notice (attached) for specific information related to comment and appeals.

Public Hearing: A public hearing has not yet been scheduled, but will be once the SEPA Determination appeal

period expires. Once the Hearing is scheduled, notice will be sent to you and a comment period will be opened. If you have previously sent comments, those will be automatically forwarded to the Examiner. You do not need to resubmit them.

Questions: Please contact me if you have questions. I am available by email or phone. If your question is of a technical nature outside my expertise, I will coordinate with the appropriate division to get you the information.

Nicole Floyd, AICP

Planning Manager | City of Olympia
601 4th Ave E. | Olympia, WA 98501
Ph: 360.570.3768 | Fax:
360.753.8087
Web: olympiawa.gov

<SEPA_DNS.pdf><7.0 SEPA
Checklist 2025.07.29.pdf>