

From: [Jonathan Seib](#)
To: [Sonja Cady](#)
Subject: 2023100649 West Olympia Plat
Date: Monday, April 22, 2024 10:59:07 AM

Dear Ms. Cady:

We are writing to express our concerns with the above referenced project prior to tomorrow's public hearing before the Thurston County Hearing Examiner.

As 30-year residents of the Lenox Knoll subdivision, we are extremely familiar with the car, bicycle and pedestrian patterns of this neighborhood. Based on our three decades of day-to-day lived experience, and not a few random point-in-time "studies", we believe that the analysis of this project to-date has woefully underestimated the adverse impacts it will have on all modes of transportation within this area. Unfortunately, this will not simply be a matter of greater inconvenience for all of us (although we would hope this would not be ignored) but also a matter of our safety and the safety of others. The local roads here were just not designed to safely accommodate even the "minimal" additional traffic which this project will generate.

We would make three points in particular:

- The assumption seems to be that most current and future trips entering and exiting the neighborhood are and will be via Elliot, leaving Burbank rarely travelled. That is not the case, although it's apparent why proponents of the project might want to think so. The intersection of Milroy and Burbank is horribly designed, with very poor sight-lines. Burbank, especially on the east side of Milroy, is extremely narrow. The hill on Burbank just west of the intersection with Milroy makes it impossible to see oncoming traffic, which is a particular problem given that cars parked along side the road prompt drivers to swerve out of their lane. The increased car, pedestrian and cycling traffic on this road due to the proposed development risks a real tragedy.
- On the east side of Milroy just north of where it intersects with Burbank there is a large tree that is essentially located in the road. In effect this narrows the road at that point to just a single lane. Although not ideal, it's manageable with the current volume of pedestrian and car traffic. With more it will become hazardous, even setting aside what it will mean when heavy construction equipment is trying to navigate this.
- Given these issues, it's not surprising that the Olympia School District has said it will not have its buses traveling on Milroy to 24th to this new subdivision. Extremely alarming, however, is that this will instead require children to walk from the development to, and then wait at, the Milroy/Burbank intersection. With the absence of sidewalks and very limited shoulders, these children will inevitably be walking in the street — a street that is already too narrow for cars. It was disturbing to see the email you have on file from the Olympia School District official so dismissive of any possible risks.

Thank you for your consideration. Please do not allow this project to move forward unless and until there are substantial additional steps taken — well beyond just a few speed bumps — to address these concerns to keep our neighborhood safe.

Jonathan & Patricia Seib
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