

From: [Stephanie Lee](#)
To: [Sonja Cady](#)
Subject: Statement re: project #2023100649
Date: Monday, April 22, 2024 4:47:55 PM

RE: Thurston County Hearing Examiner virtual hearing 4/23/24

To whom it may concern:

My spouse and I are unable to attend Tuesday's hearing due to work commitments, but wanted to submit a statement in advance of the hearing. We own and live in a home directly south of the proposed project. We were very glad to see several of the concerns we and our neighbors raised about this project several months back addressed by the city in their mitigation requirements and by the property developer in their new submission. We have a few concerns remaining we would like to share.

1. The city is not requiring any improvements to Milroy Ave, which seems like an oversight. We are aware that this is the only point of access to the homes in the development--if there were additional points of access, this would not be a concern. But as it is, Milroy Street is narrow, without sidewalks, and only accessible from Elliott or Burbank (which in turn are only accessible from Crestline or Division). Further, we are aware of the proposed West Bay Yards development down on West Bay Drive (on the way to Crestline, one of the main feeders to Milroy), and wanted to know if the cumulative effects of these developments are being considered.

The developer wrote a letter to nearby property owners indicating improvements are not necessary for safe access to the neighborhood, as determined by the city. The letter made us wonder if the developer or anyone at the city had actually driven on the street in question or through the intersection required to access the northern portion of Milroy (between Burbank and 24th). We have included several pictures (taken 4/22/24) below which illustrate how narrow the street is. What is hard to see in the pictures is the drainage ditch lining Milroy's west side (between Lenox Ct and Burbank)--I have seen several vehicles stuck in that ditch over the last few years near the NW corner of Milroy and Burbank, including an Amazon delivery truck and a U-Haul trailer. This section of Milroy currently feeds 27 homes; the new development will more than double that number. We encourage a traffic study even though one was not required by the city.

Picture 1: Taken from Milroy heading north, at the intersection with Burbank. Note that this is not actually wide enough for two cars to pass each other, there is no sidewalk on either side of the road, and there is a ditch on the left side (west side of Milroy between Burbank and Lenox Ct).



Picture 2: Taken from Milroy heading north, slightly different angle to better show the bottleneck. This is not a 2 lane street.



Picture 3. From the stop sign on Burbank, heading west from Crestline--you can see that the intersection is at an angle (the van is stopped at the Burbank stop sign traveling east). A sharp right turn from where the picture was taken leads to the bottleneck section of Milroy.



Picture 4. Taken directly facing the western section of Burbank--to the right of the van, you can see three pedestrians--no sidewalks on any portions of the streets, Burbank or Milroy, near this intersection.



Picture 5. Taken on Milroy, heading south toward Elliott, just south of the Burbank intersection. The road is wider here, but the sidewalk on the left ends in the middle of the picture, and cars park on both sides.



2. Jurisdiction

Given that the project is on County land within the City of Olympia Urban Growth Area, current residents of the area need to be given assurances that there are clear jurisdictional boundaries in the construction of this project--should something go wrong, we need to know who exactly is holding the developers to account for which pieces of the project. Ideally, there will be a single point of contact that will have the authority to communicate, make decisions, and intervene if necessary. We have every expectation that the developer will be courteous to adjacent neighbors, but having a clear chain of accountability will go a long way toward building goodwill.

3. Buffers

Ours is one of several properties that appears will have any existing green buffer behind our homes wiped away. If I read the plat map correctly, the new sidewalk on the south side of 24th will immediately abut our existing fences, not only getting rid of trees and brush (habitat) already there, but preventing the planting of any new growth. I am concerned that removing this green buffer and preventing new growth will put the trees on our lot newly at risk from wind and possible limb removal in the service of construction, and would remove a very valuable natural buffer against construction noise, dust, etc. This issue is actually made more urgent by the new plans to destroy the existing home (recently vacated by the former land and homeowners, Jeff and Tammy) to create space for new homes that will be even closer to our backyards than the original plan. Similar to the comment under point 2, efforts to modify the current plans to preserve green buffers and existing foliage will go a long way toward building goodwill. It is not clear to us how long construction is expected to take under the new plans, but the original estimate was 2 to 3 years--the developers will essentially be our neighbors, and we really hope they will show care and consideration for the folks who live here.

Thank you for hearing our concerns,
Stephanie Lee and John Lange