

From: [Cate](#)
To: [Sonja Cady](#)
Subject: Post hearing comments West Olympia Plat 2023100649
Date: Sunday, April 28, 2024 6:57:33 PM

28 April 2024

Like many in the neighborhood, I am frustrated that more than doubling the existing housing units accessing Milroy Street north from the Milroy/Burbank offset intersection is apparently still not enough to trigger traffic review, so I'm pleased that both Jeff Yates and Caleb Perkins indicated (starting at 1:26:37) during the hearing that RJ Development is also obviously concerned enough about traffic impacts of the proposed project that they are willing to work BEYOND their property limits to ensure pedestrian safety by "providing a sidewalk all the way down 24th to the corner which is off of our property, but we are providing it anyway to get the kids down to Milroy" as "it made a lot of sense to us". **I request the developer consider the same necessity for a safe pathway all the way from their development through to the existing school bus stop, relocating the proposed sidewalk to the north side of 24th so that it directly ties into an existing orphan sidewalk along Milroy Street without needing two (2) crosswalks to access that sidewalk, and also continue an off-street path or sidewalk south of 2230 Milroy all the way to the Burbank school bus stop. A continuous off-street pathway is far safer than the proposed speed cushion located at the cedar tree pinch-point.**

A bit of history, and my comments all reference that part of Milroy Street NW from the Burbank intersection north to 24th street. The first development north of Burbank, Milroy Place plat, was approved in December 1986 over numerous neighbor complaints including but not limited to the current inadequacy of the road, let alone in the case of future development. In 1986, this section had split jurisdiction between City of Olympia (Olympia) and Thurston County (TC)-- Olympia from Burbank to the south line of the future Lenox Knoll (and described by Olympia Public Works staff at that time as a primitive road, being a single lane gravel road replete with potholes and constrained by a 24" diameter cedar tree) and TC beyond, just as narrow but having been paved sometime during the mid 1970's to control drainage.

Olympia staff stated during the July hearing "as properties in the area are developed they would also be required to meet the same standards for right of way and street improvements".

Developer Roger Holmes (my father) needed to clear the right of way (ROW) as he trenched down utilities from the intersection at Burbank to the corner of 24th but was directed by Olympia staff to keep the large tree sitting in the platted street after a neighbor complained about the ROW clearance. He then complied with then-current street improvement standards along his frontage, which explains why there is a paved half-road with sidewalk and storm drain fronting 2230 - 2238 Milroy Street NW but access is from a single lane road.

While removal of the cedar tree is the better overall traffic solution, the developer's awareness that kids need to be kept out of the road and willingness to help achieve that condition may at least result in clearing the unimproved Milroy Street ROW, thus improving driver sightlines for drivers coming from Crestline westbound and from Milroy southbound, and creating a walking path to the intersection.

Thank you,
Cate Holmes-Stilson
2225 Crestline Blvd NW TC #09750017002 (owner)
2234 and 2236 Milroy Street NW TC #6233000300 and #62330000400 (successor trustee)

Please acknowledge receipt.

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