

## Paula Smith

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**From:** LAURA CANNON <lauracannon@comcast.net>  
**Sent:** Wednesday, May 09, 2018 8:44 PM  
**To:** Paula Smith  
**Subject:** Wellington Heights Proposal

May 9, 2018

Paula Smith,

I am writing in strong opposition to the proposed Wellington Heights development.

I have lived in the Southwest Olympia Neighborhood for 26 years, walking, shopping, working and playing downtown. Keeping our neighborhood livable plays a vital role in keeping downtown thriving.

From Chapter 2 of the Comprehensive Plan: Community Values and Visions

*“Olympians value neighborhoods with distinct identities; historic buildings and places; a walkable and comfortable downtown; increased urban green space; locally produced food; and public spaces for citizens in neighborhoods, downtown, and along our shorelines.”*

Destroying the urban green space that buffers a thriving, diverse, neighborhood from a commercial auto mall and developing the space with 56 single family homes, that the current road infrastructure cannot effectively accommodate, is not aligned with the values and vision of the Olympia’s comprehensive plan.

Reject the Wellington Heights Development Proposal.

Sincerely,

Laura Cannon

1201 4th Ave W

Olympia, Wa

98502

## Paula Smith

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**From:** Gary Wiles <wilesharkey@yahoo.com>  
**Sent:** Sunday, May 20, 2018 2:53 PM  
**To:** Paula Smith; Keith Stahley; Tim Smith  
**Subject:** Comments on Wellington Heights

Dear Ms. Smith,

We have lived in the Southwest Olympia neighborhood for 14 years and greatly value its relatively quiet atmosphere and its safe streets for children and pedestrians to walk and bike. These characteristics greatly enhance the desirability of living in the neighborhood. We are therefore writing to express our strong opposition to the proposed Wellington Heights development project in Southwest Olympia. The project proposes to build 56 new residential units just north of the Auto Mall and, as indicated in the traffic impact analysis (TIA) prepared by the developer, will result in an estimated increase in automobile traffic of 533 vehicle trips per day, with Fern, Division, and 9th streets being the primary exit and entry streets.

We attended the neighborhood meeting that city staff held for the project on April 23, 2018, which did not lessen our concerns over the project. Our main concern is the increased vehicle traffic that will occur in the general area, especially in the Southwest Olympia neighborhood where we live. The TIA is fully inadequate and contains multiple mistakes. One major flaw is that it examines traffic impacts only in the immediate project area northward to 9th Street. It provides no indication of the expected traffic increase that will flow northeast of 9th into the remainder of the Southwest Olympia neighborhood, especially along Decatur, 4<sup>th</sup>, and other nearby neighborhood streets, as vehicles transit to and from downtown Olympia. The city's traffic engineer has stated that the neighborhood actually serves the intended purpose of diluting traffic moving through the area, a concept that we as residents totally reject. Furthermore, the project will undoubtedly increase traffic levels on the main road of Black Lake Boulevard, which is already too congested, especially at existing intersections with 9th Street, Harrison Avenue, and Cooper Point Road.

If Wellington Heights is approved and built, we believe it's inevitable that the resulting traffic increase will force city planners within a few years to push for the separate openings of Decatur and 16th Streets into the Auto Mall and adjacent Caton Way office complex to alleviate traffic flow problems. This in turn will lead to even greater traffic volumes passing through the Southwest Olympia neighborhood. Residents of the neighborhood, including the Southwest Olympia Neighborhood Association, have fought against this threat for a number of years already and we are well aware of the city's continuing desire to open these streets. The TIA, which is also supposed to review "long range effects" of new developments, is too narrowly focused on immediate impacts and gives no longer term (e.g., 5-10 years) perspective on how traffic patterns will change as a result of this project. This is a second important flaw with this document.

All of the problems noted above carry over to the proposal's SEPA checklist for environmental impacts, which also focuses only on the immediate project site and thus is entirely inadequate for evaluating traffic impacts to nearby areas.

So far, to our knowledge, city planners have not put forth any viable solutions for mitigating the problems associated with Wellington Heights that we've described here, and in fact they suggested at the neighborhood meeting that the resulting traffic increases would not cause any inconvenience to residents of the area. We strongly disagree with this opinion and ask that the city deny the proposal to build Wellington Heights.

Sincerely,

Gary Wiles and Jan Sharkey  
521 Rogers St SW  
Olympia, WA 98502  
wilesharkey@yahoo.com