



July 15, 2020
Craig Deaver, Principal
CES NW, Inc.
429 29th St. NE, Suite D
Puyallup, WA 98372

**SUBJECT: Deviation Request #1, NW Roadway Connection to Cooper Point Road
CPD Project No. 19-0330, Green Cove Park**

Dear Mr. Deaver:

I have reviewed your letter dated June 18, 2020, along with its attachments (all of which is included here as Enclosure #1). Your request to eliminate the north Neighborhood Collector street connection to Cooper Point Road does not adequately address each of the criteria in Section 1.050 of the EDDS and is hereby **Denied**.

For clarity in the ensuing discussion, I will refer to this package (the June 18 letter and its attachments) as the Request. The Request describes how the subject project would like to deviate from the City's requirement to construct a Neighborhood Collector Street consistent with Section 4B.020 and Table 3 in Chapter 4 of the 2018 Engineering Design and Development Standards (EDDS), as well as the Transportation section of the City's Comprehensive Plan, as shown on the Westside and Downtown Map in Appendix B. More specifically, you request that we eliminate the requirement to construct a Neighborhood Collector street from the internal street network to Cooper Point Road near the north boundary of the proposed plat, as it (according to the Request) "...provided several challenges with regard to roadway Engineering, Storm drainage, Tree retention, wetland and buffer impacts."

In order to grant a deviation, the Request must meet criteria A through E in Section 1.050 of the EDDS. You provided a summary of how you addressed these criteria in the body of the Request, which improves upon a previous informal deviation request submitted January 30, 2020, and via email on April 7 (Enclosure #2). It also attempts to address the issues raised by City staff during our June 1, 2020 online meeting. What follows below is a summary of the review of the Request, including how you addressed these criteria.

In the Request, the alignment did improve upon reducing impacts to wetlands, and demonstrated that a constructible alignment is achievable without the use of extensive retaining walls. While the most recent alignment has incorporated the 2:1 cut slopes suggested by City staff during the June 1 meeting, other suggestions made at that time that would further reduce wetland buffer impacts were unfortunately not incorporated in the Request nor addressed to explain why. They include the following:

- Reducing the cross section by eliminating the planter strip (in the most constrained area) or a tiered street and sidewalk alternative.
- Using design speeds of 15 to 20 mph in conjunction with advisory warning sign and speed plaque.
- Using shorter sag and crest vertical curves.

- Lowering the match-in elevation of the proposed development's internal street network.
- Eliminating the intersection match slope of -2.0% (see the sheet labeled DEV1 in Enclosure #1). The Neighborhood Collector street intersects with Cooper Point with stop sign control, and continuation of the -2.0% slope is not needed with a design speed of 20 mph.
- Remove or reconfigure several lots and reconfigure the stormwater pond to lessen site constraints.

During the June 1 meeting City staff shared these ideas - revisions to the design values, street alignment and cross-section adjustment as indicated above – that staff believe would have substantially reduced the wetland buffer impacts directly associated with this North access alignment.

Separate from the design element issues and considerations identified above, it appears the Request has incorrectly ascribed additional wetland impacts to the north access alignment (see sheet labeled WL1 in Enclosure #1). The contours shown as undercutting Wetland A appear to be inaccurate, as they are 6-10 feet above existing ground. Additionally, the grading impacts to Wetland D's buffer are exaggerated. It appears, based on accurate contours, there would be just a sliver of the buffer within the cut limits.

Furthermore, impacts from required frontage improvements on Cooper Point Road and build-out of the lots adjacent to the wetlands may have inadvertently been included in the Request. Based on the most recent alignment and sheet WL1, the North access alignment (without additional mitigation describe above) only accounts for about 0.05 acre of wetland buffer impact. The other wetland/wetland buffer impacts misleadingly shown in the Request are actually associated with other project features. This said, the City is interested in reducing wetland impacts for other project components not associated with the North Access alignment, and suggests the following:

- A walled section with the elimination of planter from station 0+30 to 2+30 will further reduce wetland and tree impacts on Cooper Point Road (to reduce wetland and buffer impacts associated with frontage improvements). This may require a separate deviation submittal, to deviate cross section standards.
- Finished grade where the street matches into platted lots at elevation 242 feet could be lowered with potentially eliminating several lots (to reduce wetland buffer impacts associated with grading for lots).

The proposed horizontal and vertical alignment (see the 3 sheets labeled as DEV1, DEV2 and DEV3 in Enclosure #1) can be dramatically improved upon by employing the mitigation measures described herein.

It is prudent to note here that the deviation process is intended to deviate design elements, not the connection itself. While not stated explicitly in the Request, it appears you are attempting to deviate from street classification, block size and intersection spacing standards on the basis of constructability and wetland impacts. However, based on the work submitted to date, and the suggestions provided herein, Public Works does not see this constructability argument as viable. Instead, Public Works does see a path forward submitting a deviation for grade, stopping sight distance, cross sectional standards for the north access alignment. A future submittal demonstrating a deviation from design element standards and isolating attributable impacts with the north access alignment will be more favorably received.

Therefore, by applying some if not all of the mitigation measures previously suggested by City staff and discussed herein, wetland and tree removal impacts can be reduced or eliminated. This north access Neighborhood Collector street connection is a viable and constructible component of this development. As this

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project moves forward, the Neighborhood Collector street design will likely be improved to achieve a design that will not adversely affect safety, operation and maintenance. These revisions can be address during civil engineering design review to receive project approval.

In summary, your request to eliminate the north Neighborhood Collector street connection to Cooper Point Road lacks merit and does not adequately address each of the criteria in Section 1.050 of the EDDS. It is hereby **Denied**. This denial is specific to Deviation Request #1 for the subject project.

This is an administrative decision that may be appealed to the Hearing Examiner pursuant to Chapters 18.75 and 18.82 OMC. An appeal must be filed within fourteen (14) days from the date of issuance. The filing fee for appeals to the Hearing Examiner is \$1,000. Any appeal must be submitted through the City's online permit portal. If you have questions, or need additional clarification, please feel free to contact Stephen Sperr, PE, Assistant City Engineer, at ssperr@ci.olympia.wa.us, or (360)753-8739.

Sincerely,


For **FRANCINE EIDE, P.E.**

City Engineer

Public Works Engineering

Enclosures: (1) June 18, 2020 CES NW letter and its Attachments
(2) April 7, 2020 email and its Attachments

cc: Tim Smith, AICP, Planning and Engineering Manager, Community Planning and Development
Cari Hornbein, AICP, Senior Planner, Community Planning and Development
Jeff Fant, Engineering Plans Examiner, Community Planning and Development
Jerry Mahan, Owner
Heather Burgess, Phillips Burgess PLLC

Electronic File Location: \\calvin\PWEngineering\Engineering\EDDS\Deviations\2020 Requests