

Lori Harvey

From: Lori Harvey
Sent: Tuesday, December 22, 2020 5:02 PM
To: Eric Oehler
Subject: FW: Green Cove Park Preliminary Plat, 19-0330 - Engineering Deviation Request 1 - Northern Neighborhood Collector Street_2
Attachments: 28c.pdf; 38c.pdf; 187 Lot Preliminary Plat 2.12.2020.pdf; Figure 3.pdf; Figure 2.pdf; Transportation_2030_Westside_10312017.pdf; 07173-Road Deviation-1 - 2020.03.27.pdf; Green Cove Park Neighborhood Collector Profile_3.docx; Green Cove Park Deviation Request - Meeting Recap

Regards ,

Lori L. Harvey, CESCL
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From: Cari Hornbein <chornbei@ci.olympia.wa.us>
Sent: Friday, May 1, 2020 12:54 PM
To: Lori Harvey <lharvey@cesnwinc.com>
Cc: David Smith <dsmith3@ci.olympia.wa.us>; Fran Eide <feide@ci.olympia.wa.us>; Steve Sperr <ssperr@ci.olympia.wa.us>; Tim Smith <tsmith@ci.olympia.wa.us>; Jeff Fant <jfant@ci.olympia.wa.us>
Subject: FW: Green Cove Park Preliminary Plat, 19-0330 - Engineering Deviation Request 1 - Northern Neighborhood Collector Street_2

Lori,

I'm forwarding to you Public Works' comments regarding the deviations as well as the Grove/Canterbury connection. Please forward to your team.

If you have questions or would like to schedule a follow-up meeting, please do not hesitate to contact us.

Regards,

Cari Hornbein, AICP, Senior Planner
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From: David Smith <dsmith3@ci.olympia.wa.us>

Sent: Tuesday, April 28, 2020 11:49 AM

To: Cari Hornbein <chornbei@ci.olympia.wa.us>

Cc: Steve Sperr <ssperr@ci.olympia.wa.us>; Fran Eide <feide@ci.olympia.wa.us>

Subject: FW: Green Cove Park Preliminary Plat, 19-0330 - Engineering Deviation Request 1 - Northern Neighborhood Collector Street_2

Cari,

See below for Public Works' comments regarding street connections for the Green Cove Park development:

North Connector

The original deviation request was to eliminate the requirement to construct a Neighborhood Collector street across the northern property line that would connect Cooper Point Road to Grove Street. In addition to the street requirement, that condition was to provide required connectivity to the adjacent undeveloped parcels north of the site. These requirements are based on the City's Comprehensive Plan's Transportation 2030 Map and Engineering Design and Development Standards (EDDS) Chapter 2, 2.040(B)a,c,d,e and elements of the Chapter 4, Tables 2 & 3.

Public Works Transportation's recommendation was approval of that condition with the modification to relocate the north neighborhood collector to a new vertical and horizontal alignment south of the northern property line. Connectivity to the adjacent undeveloped parcels north of Green Cove Park is to be provided by a hammerhead or cul-de-sac at the north end of Grove Street, with ROW dedication to the west. As these parcels develop, public access can be provided to the north end of Grove Street.

The applicant is now stating the construction of the new proposed road alignment is impractical and not feasible. After further review of the proposed design, modifications can be made to the street connection to conform to partial element EDDS outlined in Chapter 4, Table 3 and 4. Therefore a new deviation request needs to be a modification to standard drawing 4-2I-LID Neighborhood Collector Street with LID Swale. Supported by City Staff and to avoid impacts through critical areas, an acceptable deviation would be a street design that includes:

- Minimize street cross-section to include 11-foot travel lanes, single 10-foot combined sidewalk/shared-use path and 5-foot planter strip.

As provided by the applicant, the current neighborhood collector design is impractical and not feasible for all the reasons stated in the attached email response to Cari Hornbein on April 7, 2020. This design can be modified to a practical design that minimizes impact to wetlands, critical slopes and significant tree stands. Attached (**Green Cove Park Neighborhood Collector Profile_3.docx**) is a conceptual vertical alignment that is dependent on the following design elements that could be applied to the current proposed vertical and horizontal alignment to 25th Avenue.

- Shorter vertical curve lengths and lower grade slopes less than or equal to 10 percent.
- Relocate or reconfigure lots, streets, stormwater pond and access for greater flexibility in road alignment.
- Minimize use of retaining walls and provide cross slopes at a rate up to 2:1.
- Lowering the finish grade of the street landing.

- Reduced cross-section in critical areas by elimination the planter strip.
- Where practical, terrace the street from the trail with vertical separation to minimize need for retaining walls.
- Avoid/minimize impacts to critical areas/buffers, existing terrain, and tree stands (follow mitigation sequencing requirements in OMC 18.32).

If the desired outcome is to not construct the required neighborhood collector street connection, a variance process would be applicable, as the City is of the opinion that a modified Neighborhood Collector Street that addresses/considers the bullets above is constructible without nowhere near the impact inferred by the Deviation from Standards letter dated January 17, 2020 and email April, 7 2020 by Craig Deaver.

South Connector: Local Access Street – From 22nd Avenue to South Property Line. Not Required

Deviation from EDDS Ch 2.040B.3.a and Ch 4 Table 2&3:

- a. Street connection will be provided to any existing public street or right-of-way “stub” abutting the proposed development.
- c. Streets will be located for the development of adjoining land.

The undeveloped 4.83 acre parcel south of the Green Cove Park project site cannot be developed to full zoning density due to the presence of a “Probable Category III Wetland & 140-ft. Wetland Buffer.” It is likely that if development were to occur on this parcel that only few lots could be developed. To access this undeveloped parcel through the Green Cove Park Development with a new Local Access street would significantly impact the surrounding stands of mature trees and pose grading challenges. Since the Green Cove Park development is not proposing any housing development in the tree track and the undeveloped property to the south has a viable access to Grove Street, it is more reasonable that this area be served by a Private Access Lane from Grove Street. Therefore from an environmental and land use standpoint it is not feasible to require a Local Access street and a Neighborhood Connector shared-use path to the parcel.

East/West Connector between Grove & Canterbury

Substantive review (8/8/19) comment 28b states: Provide a half-street Neighborhood Collector street from Grove Rd, eastward to the east boundary of the Plat; terminating with a temporary turnaround. To satisfy the required Neighborhood Collector from Coopers Point Road to the Canterbury unopened right-of way (ROW), a continuous horizontal alignment is needed. The plat must be revised to either of the following options:

1. Reconfigure entire plat street network so that 25th Avenue continuously extends east along the north side of Track “M” and maintain intersection spacing on Grove Street for a Neighborhood Collector 250 to 350 feet.
2. Extend 24th Avenue as a full Neighborhood Collector east to circumvent wetland “B” and continue east along the north property line of Track “M” as a Neighborhood Collector half-street.

Reserve ROW north of Tract “M” for the future extension of 25th Avenue as a Neighborhood Collector that would intersect with 24th Avenue half-street.

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From: Craig Deaver <cdeaver@cesnwinc.com>
Sent: Tuesday, April 7, 2020 5:13 PM
To: Cari Hornbein <chornbei@ci.olympia.wa.us>; Lori Harvey <lharvey@cesnwinc.com>
Cc: Tim Smith <tsmith@ci.olympia.wa.us>; Fran Eide <feide@ci.olympia.wa.us>; David Smith <dsmith3@ci.olympia.wa.us>; Heather Burgess <hburgess@phillipsburgesslaw.com>; 'Jerry Mahan' <jerrymahan@msn.com>; Eric Oehler <eoehler@cesnwinc.com>
Subject: RE: Meeting Recap

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Hello Cari,

We are sending this e-mail as a follow up to our March 25th conference Call regarding the deviation approval. It is our intent with this e-mail to address the concerns of the north access roadway (figure 2). First I would like to provide a recap of the northerly roadway issue:

1. Preliminary Plat submitted to the city of Olympia in January 2019.
2. Substantive review (8/8/19) comment 28c states: *From Cooper Point Rd at the northwest corner of the plat, eastward along the north boundary, to the northeast corner of the plat. A half-street design may begin approximately 200' east of Cooper Point Rd and continue eastward; providing access to all large lots north of the plat.*
3. On October 31, 2019 a city meeting was held to discuss all substantive review comments. At the meeting it was discussed a deviation was necessary to address the significant roadway constraints regarding the east/west roadway connection at the north end of the project.
4. The Applicant submitted two EDDS deviation requests on January 30, 2020. Deviation 1 for the north roadway and deviation 1A for southerly roadway.
5. Over the last 4-5 weeks City staff acknowledged the deviation issues. The city agreed the supplied documentation demonstrated the east-west connection located along the northern border of the plat to Copper Point was not feasible to construct. In lieu of this connection the city requested the applicant dedicate 30 feet of Right of Way along the north boundary of the plat to preserve the potential connectivity to neighboring parcels.
6. In addition to the right of way dedication the city Staff provided a potential alternative east-west connection point as shown on the attached Figure 2. City staff requested we analyze the potential for an access as shown in figure 2 utilizing grades of up to 15%. The project Engineer has completed an analysis of the alternative location for an east-west connection in the form of a schematic plan and along with the following discussion:

Attached is a plan and profile view (Road Deviation #1 Exhibit) showing the city requested alignment of a proposed road in the northwest corner of the site connecting Cooper Point Rd. to the internal plat roads. As suggested by the city the proposed road section consists of a 22' wide road measured from back of curb to

back of curb, 5' planter strip, and 10' concrete sidewalk. The proposed road section is offset within a 37' wide right of way. The proposed road alignment cuts through steep existing topography. At the connection to Cooper Point Rd. the proposed road alignment has to cut through a steep embankment sloped at approximately 90%. Beyond the initial 90% slope, the proposed road alignment cuts through existing slopes of approximately 35%-37%. Due to the existing topography the proposed roadway has been design at 15% which results in significant cut retaining walls. The proposed roadway will need walls on both sides of the proposed 37' right of way for grade transition. As you will see in the attached schematic design the retaining walls range from 10'-31' along the north side and 9'-26' along the south side of the proposed right of way. It is very important to note a portion of the south right of way line is immediately adjacent to the wetland buffer for Wetland "D". This design also impacts a large significant tree save area.

The "Transportation 2030 Westside and Downtown" map dated October 31, 2017 shows Two Future Neighborhood Collectors connecting to Cooper Point Rd. along the western boundary of the proposed Green Cove Park plat. The first connection is located approximately in the northwest corner of the site and the other near the southwest corner of the site. The current preliminary plat site plan provides one Neighborhood Collector connecting to Cooper Point Rd. near the southwest corner of the plat. We understand the city is trying to comply with the latest Comprehensive Plan to the maximum extent possible by requiring Green Cove Park to construct an additional Neighborhood Collector in the northwest corner of the site. However, in our review of the plan and in the arguments made within the previously submitted deviation requests it appears the Comprehensive Plan did not take into account critical areas (wetlands, wetland buffer, and steep slopes) when laying out proposed future road alignments. As a result, the proposed Future Neighborhood Collector located in the northwest corner of the plat was drawn on a map in a location where it could never be constructed to city standards.

The construction of the proposed road alignment is impractical and not feasible due to the following reasons;

- The proposed road alignment would impact the second largest stand of mature conifer and deciduous trees remaining onsite.
- The proposed road alignment cuts through existing topography with slopes on the range of 35%-37% and as high as 90%.
- A variance would be required to allow the proposed road to be graded at 15% rather than the design standard of a 10% maximum longitudinal slope.
- Even with a steeper road grade significant cut retaining walls will be required along both sides of the road right of way. Cut retaining walls as high as 26' and 31' are required, depending on the side of the road.
- The entire limits of the proposed road alignment and sidewalk would be walled off with these massive cut retaining walls. To limit the impacts to the existing timber and native vegetation the proposed exhibit shows the retaining walls constructed either directly at the back of curb or back of sidewalk depending on the side of the road. Essentially the proposed road and sidewalk would be constructed within a hallway of retaining walls.
- Since the plan is just an exhibit it doesn't fully show the extent of the impact the retaining walls will have on the existing native vegetation and topography. A probable retaining wall design will possibly require a batter of 1:6. This translates into the top of the wall pushing further into the native vegetation by as much as 5'-6'. Eliminating even more trees and native vegetation.
- The proposed top of retaining wall elevations currently match existing grade at the call out locations. However, most retaining wall designs limit the slope at the top of a retaining wall to a maximum of 2:1. In many locations, the existing topography may need to be graded back at 2:1 until it catches existing grade to comply with a probable retaining wall design. This will further

impact the northwest corner of the site by eliminating more trees and native vegetation. Any wall for the roadway construction will likely need to be a cast in place or a terraced wall. The wall construction will likely create a roadway construction area of around 70-80 feet.

- A portion of the wetland buffer for Wetland "D" will be impacted by the proposed road alignment. A 22'-26' cut retaining wall is required along the wetland buffer. With wall batter the top of the retaining wall will extend into the wetland buffer requiring buffer averaging. The most significant impact will be that the wetland buffer will be a minimum of 22' above the proposed road grade which will block natural drainage surface and subsurface flows that may have been flowing to Wetland "D".
- The proposed road alignment is generally on a east-west alignment. During the winter months it is very likely the proposed road will be continually shaded not only by the massive retaining walls but also by the remaining timber. Just like one of the arguments made in Deviation 1, it is anticipated the city would need to continually monitor this road during the winter months for possible road closures when there are slippery or icy conditions. At a road grade of 15% if a vehicle were to lose control under icy conditions it may not stop until sliding out into Cooper Point Rd. And with the cut retaining walls on either side the view of an out of control vehicle would be obstructed by vehicles on Cooper Point Rd. The first time a vehicle on Cooper Point Rd. may see the out of control vehicle would be when it slides out in front of them.
- The current Pond design would need to change as the roadway is significantly lower than the current design. Pond access is currently shown cut off. However we could orient the pond roadway through lot 26. Also the wall adjacent to the pond would need to be design to hand the loads from a full pond.
- ADA accessibility is not possible with this roadway. At any locations including the connection point at Cooper point road. HC ramps are shown but will not be able to comply.
- The adjacent property to the north and east do not have enough development potential to generate the density to warrant a this roadway.
- Based on my approximation of the Parkside plat entrance to Cooper Point Rd. the spacing is approximately 510' to the centerline of the city proposed alignment. Per the EDDS intersection spacing on an arterial needs to be a minimum of 350' and less than or equal to 500'. So based the approximation of the Parkside entrance location the 2 intersections are slightly out of compliance. To comply with the spacing the roadway would have to shift approximately 10' to the south.

Although not a part of the deviation original deviation request City Staff requested we revisit the proposed west-east connection, specifically at the unnamed road to the north of Wetland B. City Staff provided alternative connections to 25th and 24th Avenues respectfully, see Figure 3. Altering the plan to connect to 25th Avenue would require right of way to curve through parcels not part of the preliminary plat application and not subject to this review. The Applicant is willing to provide a stub out or driveway drop at this location as part of the Grove Street extension providing future connectivity to the east should those parcels be developed in the future. In addition Right of way will be dedicated along the northerly portion the tract B wetland area. Please note the attached 187 lot site plan does not reflect our discussion regarding providing only Right of way for the easterly roadway. We are currently showing five lots at the end of the new roadway. As we discussed the city is reviewing and will verify if providing right of way is sufficient. The site plan will be revised once we have clear direction on this matter.

The second Deviation 1A was submitted to address the Substantive review comment 38c: *Provide a Local Access street from 22nd Ave near Lot 174 (revised lots 180-181), southward to the south boundary of the plat;*

and then eastward to Grove Rd as either a Local Access street, or a Neighborhood Connector Shared-Use Path (Standard Drawing No.4-2L, 10-foot AC pavement width, 20-foot easement width, and illumination). The Applicant understands City Staff to be in support of this deviation request and Staff has eliminated all requirements listed in Substantive Review Comment 38c. The Applicant understands and appreciates Staff putting forth the effort in supplying alternatives to maintain connectivity in accordance with the EDDS and Olympia Municipal Code. We have made every attempt to provide for future connectivity where feasible.

We believe our current preliminary plat site plan provides the necessary roadway network with a Neighborhood Collector connection to Cooper Point Rd., a Neighborhood Collector connection to the north boundary of the site, and a Neighborhood Collector connection to the east boundary of the site. In addition, the current site plan provides a Neighborhood Collector connection to the south boundary of the site that connects to the existing Grove Rd. alignment which ultimately provides a connection to 20th Ave. NW. The proposed site plan(187 lot preliminary plat) provides sufficient street connectivity either to the existing street system or to surrounding adjacent parcels. As stated in our original Deviation 1, it is highly unlikely a Future Neighborhood Collector located southwest of the intersection of Cooper Point Rd. and 28th Ave. NW would ever be constructed due to significant critical area impacts. Therefore, due to all the reasons stated above and in our original deviation the construction of any road/access within the northwest corner of the site is impractical and not feasible.

Please let us know if you have any questions or need additional information.

Thank you,
Craig Deaver
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From: Cari Hornbein <chornbei@ci.olympia.wa.us>

Sent: Monday, April 6, 2020 5:20 PM

To: Lori Harvey <lharvey@cesnwinc.com>; Craig Deaver <cdeaver@cesnwinc.com>

Cc: Tim Smith <tsmith@ci.olympia.wa.us>; Fran Eide <feide@ci.olympia.wa.us>; David Smith <dsmith3@ci.olympia.wa.us>

Subject: Meeting Recap

Lori,

Please see our comments below on the meeting recap. I'll schedule an internal meeting with staff to get an answer on the first item.

Thanks, and please let me know if you have questions.

Cari Hornbein, AICP, Senior Planner

City of Olympia

Community Planning and Development Department

360-753-8048 | chornbei@ci.olympia.wa.us

Deviation 1: Items Approved/Agreed Upon

- Dedicate ROW with half street improvements at as shown in Figure 3 – south connection to align with proposed 24th Avenue.

The City is open to dedication in lieu of construction; we'll confirm after we've discussed with other city staff.

- Drive way drops or stubs will be provided at offsite northern properties to align with 25th Avenue for future connection should these properties ever develop.

Do we need to be concerned with access to the offsite properties at this time? If not, this can be removed from the recap.

- No improvements required at northern boundary but ROW will be dedicated.

We concur. Area to be dedicated will be for a half-street neighborhood collector and extend from the stormwater facility to the east side of Grove Street. This will allow for future connections to undeveloped parcels to the north. It will also facilitate future pedestrian access to city-owned property, located just to the northeast.

- No connection to Cooper Point Road or pathway required from northern boundary.

We agree that a street/sidewalk connection to Cooper point Road is not feasible due to extensive grading on steep slopes, extensive retaining walls, and significant tree removal. After much discussion of the pros/cons of the Figure 2 alignment, the City agreed to consider steeper grades (up to 15% but we need to check with the Fire Marshall on this) and some flexibility on the street section (in a follow up discussion, Dave clarified that ideally, the full section should be provided except where it goes between the wetland buffer and stormwater facility). Through this area, the 5' separation can be eliminated but a 10' sidewalk should be maintained.

Since the sidewalk won't meet accessibility standards, the pedestrian connection to the south would be retained.

We discussed relocating/reconfiguring the stormwater facility but did not arrive at any conclusions. From the City's perspective, some of the lots adjacent to the facility would need to be relocated east of Wetland B.

Deviation 1A: Approved as submitted to City

The City determined that street connections to the south are not required, therefore a deviation is not necessary. This will be documented in the record by staff.

Next Steps:

- City staff will discuss dedication of right-of-way for the east/west connection east of Grove Street and get back to the applicant.
- Applicant's team to discuss with owner feasibility of construction the north alignment and get back to city staff.
- Provide plan for alternative Cooper Point connection as shown in Figure 2:
 - Connection will not have to meet ADA for grade and will be allowed up to 15% pending discussion with the Fire Marshall. We'll get back to you on this by the end of the week.
 - Plans will address site distance, driveway separation, grading, walls and cross sections
 - Narrative will describe impacts to wetland, buffers, tree retention and storm drainage