

**PROJECT NAME/NUMBER: 18-1315 WELLINGTON HEIGHTS**  
**PROJECT ADDRESS: 2000 BLOCK 18<sup>TH</sup> AVENUE SW**  
**SUBSTANTIVE REVIEW COMMENTS**

**DATE: JUNE 4, 2018**

**NOTE TO APPLICANT:** Please type your responses into the column titled *Applicant Response*, and include as much information needed to clearly respond to each comment. Please do not say “comment noted or acknowledged” without providing an explanation; doing so may delay resubmittal. Additionally, please avoid referring to the plans without a sheet number, or explanation of how the plans were revised.

ITEM	CODE REQUIREMENTS	COMMENT OR REQUESTED REVISION/INFORMATION	DETAILS	APPLICANT RESPONSE
<b>PLANNING</b>				
LANDSCAPING	18.36.060.J.	RETURN FOR REVISION	1. Stormwater drainage ponds and swales and other stormwater facilities shall be attractively landscaped with native, or well-adapted drought-tolerant plants and integrated into the site design. 2. Provide planting details for landscaping within the open space/stormwater tract. Indicate on the landscaping plan if these plants are native or drought tolerant plants.	The Landscape Plan has been revised.
	18.36.080.B	COMMENT	See OMC 18.36.080.B for requirements needed on the Landscaping Plan. Items that can be added now should be revised to include. The final landscaping plans shall meet <b>all</b> requirements of 18.36.080.B. upon engineering submittal.	Noted. The landscape plan has been updated. Final landscape and irrigation plans will be provided with the final civil construction drawings.
ENVIRONMENTAL CHECKLIST		RETURN FOR REVISION	1. Refer to the attached Environmental Checklist “Staff Comments” document for specifics and revise the checklist. 2. In general, consideration of other requests within this table should also be reflected on any responses on the Environmental checklist.	The SEPA Checklist has been revised
	HISTORIC PRESERVATION OFFICER	RETURN FOR REVISION	3. Regarding Questions 13a-13d on the SEPA checklist, the responses are generally inadequate. However, I have reviewed the secure data available on the WISAARD database noted in 13c and can confirm that there are no recorded archaeological sites in the immediate vicinity of the project area. The predictive model also notes a relatively low risk for encountering archaeology and there are no designated historic properties nearby.	Noted. Additional information has been added to these sections of the SEPA Checklist.
HISTORIC PRESERVATION OFFICER		COMMENT	Note that because this proposed project is subject to SEPA, a condition that a signed Inadvertent Discovery Plan (IDP) must be submitted with Engineering plans and maintained on site for the duration of project activity (as per OMC 18.12.140). The IDP template is attached.	Noted
<b>ENGINEERING</b>				
ITEM	CODE REQUIREMENTS	COMMENT OR REQUESTED REVISION/INFORMATION	DETAILS	APPLICANT RESPONSE
SEWER		RETURN FOR REVISION	1. Easement for existing sewer south of the intersection of Division and 18th needs to be centered on the sewer line. 2. A combination sewer-water easement, at least 30' wide, is required in Tracts B and D, ensuring 10 feet of clear space on both sides of each pipe. 3. No sewer service is shown for lots 13 and 14. The laterals may be shown as connecting to the water instead. 4. If the sewer main in Tract D is longer than 150', a manhole will be required at the north end, rather than a cleanout.	1. The easement has been centered on the sewer main. 2. A 30' water/sewer easement has been provided for the water/sewer mains in Tracts B & D. 3. Sewer services for Lots 13 & 14 are shown. 4. The sewer main in Tract D is 145'.
WATER		RETURN FOR REVISION	1. The water pressure in this area may exceed 80 psi, any water service that exceeds 80 psi will a PRV per the EDDS section 6.035. 2. Add fire hydrants at the beginning of Fern, Division, and Cushing Streets. 3. No water main, hydrant main or service line will be laid through any proposed storm water gallery area. 4. The water main size in Tract Band D should be evaluated to comply with EDDS 6.030 Main Line. 5. Tract D requires a 30' joint utility easement as described in the sewer comments above.	1. Noted. 2. Fire hydrants have been added. 3. Noted. 4. Noted. 5. A 30' easement has been added
SOLID WASTE		RETURN FOR REVISION	1. Solid waste will be picked up at the curb in Wellington Heights. The side of the road where residents place carts for pick up needs to be free of parked vehicles. Roughly 1/2 of the roads will have one-side road collection. 18th	Noted. This will be specified in the civil construction drawings

			Ave SW and Fern St SW can be one-side or both sides for solid waste. If street parking is allowed, it should be on the inside of the loop (Fern, 18th, Cushing). See attached drive path map. Provide curbside cart staging areas for one-sided pickup.	
STREETS		RETURN FOR REVISION	1. Fern Street and 18 <sup>th</sup> Avenue are Neighborhood Collector Streets; revised the street section accordingly.	The street section has been revised.
STORMWATER		RETURN FOR REVISION	<p>The overall design concept acceptable but require some changes to meet city code. We are also focusing on the off-site pass through drainage from Wellington West, existing seepage along the southern slope, and the failing downstream conveyance system. The report mentions the downstream system is functioning adequately, but there are known downstream conveyance problems; the downstream ditch has insufficient conveyance capacity along the toe of the slope south of the project site.</p> <p>Review of the proposed stormwater design against current code is summarized below:</p> <p><b>Core Requirement #2 – Construction Stormwater Pollution Prevention Plan (C-SWPPP)</b></p> <ul style="list-style-type: none"> <li>• Prior to Engineering Plan Review the C-SWPPP must demonstrate how sediment and flows will be managed during construction and how the infiltration gallery will be protected from sedimentation throughout homebuilding.</li> <li>• This site requires a Construction Stormwater General Permit (CSGP). The City requires a copy of the CSGP prior to issuing a clearing and grading permit (not a land use requirement).</li> </ul> <p><b>Core Requirement #4 – Preservation of Natural Drainage Systems and Outfalls: Off-Site Drainage &amp; Pass through Drainage from Wellington West</b></p> <ul style="list-style-type: none"> <li>• Provide the peak overflow rate from Wellington West.</li> <li>• Provide a roadway profile of 18<sup>th</sup> Avenue SW where it will be used as an overflow weir. Verify structures will not be impacted at overflow.</li> <li>• Provide details for the proposed overflow conveyance channel, the two 24" conveyance pipes under 18<sup>th</sup> Avenue SW, and for the proposed riprap lined ditch at the outfall.</li> <li>• The proposed outfall to the auto mall parking lot currently would not connect to a ditch. The existing ditch begins approximately 120 feet away from the proposed outfall, and the existing ditch is too shallow to convey the runoff. Runoff regularly discharges into the parking area below the slope. What is the proposal for this connection and remedying conveyance capacities?</li> </ul> <p><b>Core Requirement #5 – On-Site Stormwater Management:</b></p> <ul style="list-style-type: none"> <li>• Low Impact Development (LID) Performance Standard applies, or demonstrate that LID is infeasible (Chapter 2.5.5, Volume 1). We agree with the applicant that the roadway section will have raised planter strips and not LID bioretention swales.</li> <li>• Lawn and landscape areas shall comply with Post-Construction Soil Quality and Depth in accordance with BMP T5.13.</li> <li>• Roof Downspouts shall be routed to infiltration systems (BMP T5.10A) and/or rain gardens (BMP T5.14A). During Engineering Review, the applicant shall demonstrate how these systems will fit within the lots. Use Hydrologic Group C for systems located in the upper till layers and Hydrologic Group B may be used for systems that extend down into a known sand layer.</li> </ul> <p>Setbacks from the building foundations (10') and setbacks from the top of bank (25') will prohibit the placement of infiltration/bioretention systems in the backyards of lots south of 18<sup>th</sup> Street that border the top of bank. As mentioned above, this is to avoid any increase in existing seepage from the bank that discharges to the auto mall. Lots that fail to meet the feasibility criteria for downspout infiltration shall send the roof runoff to the flow control system.</p> <ul style="list-style-type: none"> <li>• Public roads shall be asphalt concrete pavement; private driveways, private lanes and public sidewalks shall be permeable pavement in accordance with BMP T5.15; and describe how other hard surfaces will be addressed.</li> </ul>	<p>Noted</p> <p>The peak overflow rate from the Wellington West pond was already included in Section 10 of the drainage report.</p> <p>An overland flow route is not being proposed. The proposed conveyance system capacity exceeds the Wellington West overflow rate by 65%.</p> <p>The proposed outfall point has been relocated to the existing outfall point. The owner, city, and dealership owner are currently working together to increase the capacity of the existing ditch along the north side of the dealership lot.</p> <p>Meeting the LID Performance Standard is at the developer's option and justification is not required.</p> <p>Noted. The preliminary plans already indicate BMP T5.13 is required.</p> <p>Noted. The infiltration facility has been increased in size to accommodate roof runoff from Lots 38-56. The private access lanes and public sidewalks have been revised to permeable pavement.</p>

			<p><b>Core Requirement #6 – Runoff Treatment</b></p> <ul style="list-style-type: none"> <li>The project proposal to route roadway runoff (pollution generating impervious surfaces) to a Baysaver Bayfilter™ system for treatment is acceptable.</li> </ul> <p><b>Core Requirement #7 – Flow Control</b></p> <ul style="list-style-type: none"> <li>The project proposal to use underground StormTech chambers for infiltration is acceptable. A 50' setback from the top of the slope is required for the infiltration chambers (Chapter 4.3.1, Volume 5).</li> <li>Two test holes will be required for this infiltration facility, including a groundwater monitoring well to a depth of 5 times the maximum design water depth.</li> <li>Provide a geotechnical analysis of the potential influence on the stability of the cut bank to the south.</li> <li>Infiltration rate verification testing for the completed facility shall be required and will be a condition of the permit (SSC-10, Chapter 3.3.7, Volume 3).</li> <li>A Contingency Plan is required in the event the infiltration rate verification testing fails to match the design infiltration rates (SSC-9, Chapter 3.3.7, Volume 3).</li> </ul> <p><b>General Comments:</b></p> <ul style="list-style-type: none"> <li>We are requesting a groundwater study to better understand the Subsurface Site Characterization (Chapter 3.3.5(4), Volume 3); and provide an evaluation of off-site structural stability due to extended subgrade saturation and/or head loading of the permeable layer, including the potential impacts to down-gradient property (Chapter 3.3.7, Volume 3).</li> </ul> <p>Of the twelve test pits from the Parnell Engineering Soils Report (1/5/2018), eight of the test pits encountered till soils and groundwater at depths ranging from 24" to 96", and four of the test pits encountered outwash soils with no groundwater found. The outwash soils were located near the Bruce Titus dealership where people have reported seeing groundwater seeping through the cut bank. These are contradicting observations. The groundwater study should shed light on the situation by identifying the depth and locations of seasonal high groundwater, gradient and direction, limits of confining layers, and most importantly, is groundwater present along the southern cut bank bordering the Auto Mall.</p> <ul style="list-style-type: none"> <li>Conveyance system shall comply with Appendix F, Volume 1.</li> </ul>	<p><b>Noted</b></p> <p><b>Noted. Per MTC, a 15' setback from the top of slope is sufficient (see MTC Addendum #1 Report).</b></p> <p><b>An additional soil boring has been provided (see MTC Addendum #1 Report).</b></p> <p><b>Slope stability has been addressed (see MTC Addendum #1 Report).</b></p> <p><b>A Contingency Planning &amp; Verification section has been added to Core Requirement #7 - Flow Control section in the drainage report.</b></p> <p><b>An additional soil boring was analyzed by MTC (see Addendum #1 report). Groundwater was encountered at 40' below-grade and a mounding analysis has been completed.</b></p> <p><b>Noted. Detailed conveyance calculations will be provided with the final drainage report</b></p>
TRAFFIC IMPACT ANALYSIS	EDDS	RETURN FOR REVISION	<ol style="list-style-type: none"> <li>Document-scoping teleconference meeting conducted on March 21, 2018 and include scoping sheet in the appendix of the report (see attached scoping).</li> <li>On the Vicinity Map, show the borders of the South Westside Neighborhood and the Wellington West Neighborhood.</li> <li>Include a revised site plan that shows Fern Street and 18<sup>th</sup> Avenue as a neighborhood collector street per EDDS 4-21 or 4-21-LID, consistent with the Olympia Comprehensive Map (Ordinance #7104).</li> <li>Revise TIA 3.2 Roadway Improvements. The City does not have any planned projects to widen Decatur Street. The future neighborhood collector shown in Ordinance #7104 between Wellington Heights and Decatur Street will be constructed as part of future development. The specific alignment of future streets will be determined based on analysis that is more detailed during development review or City alignment studies.</li> <li>Section 3.3 Peak Hour Volumes. Traffic counts at the intersections of Black Lake Boulevard/9th Avenue and Fern Street/9th Avenue need to be factored up to 2018 from 2016 by 2% annually. All traffic volumes need to be an average of two hours, to provide a two-hour level of service (LOS).</li> <li>Provide daily traffic volumes on critical links (see daily volumes and speed traffic data attachments).</li> <li>Report delay times/LOS per the Synchro worksheets for total intersection averages and approaches.</li> <li>Include available recorded 5-year accident history at significant intersections and street corridors (see attached accident data worksheets).</li> <li>Provide rationale for p.m. peak analysis over the need for a.m. peak analysis.</li> <li>In the development of future background growth for 2020 traffic volumes, include the 7 unit multi-family Fern</li> </ol>	<p><b>See enclosed responses.</b></p>

			<p>Street Townhomes development proposed at 1315 Fern Street.</p> <p>11. Discuss that the City will construct missing sidewalk on the west side of Fern Street from 9<sup>th</sup> Avenue south to the existing sidewalk along the Cambridge Court Apartments in 2019.</p> <p>12. In addition to Figure 4 (Trip Distribution and Assignment), provide a separate figure that shows a fully connected future street network, with project trips distributed throughout the network. This includes future; 18<sup>th</sup> Avenue connected to Decatur Street, Cushing Street extended to 14<sup>th</sup> Avenue, and 16<sup>th</sup> Avenue between Cushing Street and Decatur Street. Preface that these street connections will be examined at the time of future development. Their purpose is to show how traffic will disperse on a fully connected street network. <u>Clearly state and show that there is not a vehicle connection between Decatur Street and Caton Way.</u></p> <p>13. Address citizens' concerns for traffic analysis north of 9<sup>th</sup> Avenue. Show potential traffic distribution on street network between 9th Avenue and 4th Avenue through the entire southwest neighborhood. Include any potential traffic that may use local access streets like Cushing, Milroy Decatur Streets. Show and discuss the traffic on Percival Street (designated neighborhood collector) and amount of traffic traveling to downtown Olympia.</p> <p>14. Provide rationale for citizens to realize level of traffic impacts (project traffic in vehicles per day and p.m. peak in relation to background existing traffic and/or maybe how many vehicles in a given period, i.e. 1 minute or 5 minute spans of time. For example, provide a table that shows volumes and percentage increases on streets.)</p> <p>15. In addition, provide similar assessment of traffic impacts to 10th, 11th, 12th, Streets to Plymouth Avenue south of 9<sup>th</sup> Avenue.</p>	
<b>FIRE DEPARTMENT</b>				
		COMMENT	1. All new homes shall be provided with residential fire sprinklers designed to NFPA 13-D and OMC.	Noted
<b>URBAN FORESTRY</b>				
<b>ITEM</b>	<b>CODE REQUIREMENTS</b>	<b>COMMENT OR REQUESTED REVISION/INFORMATION</b>	<b>DETAILS</b>	<b>APPLICANT RESPONSE</b>
		RETURN FOR REVISION	<p>1. Minimum Required Tree Units for this Plat is 230 Units.</p> <p>2. An additional 14 Trees will need to be planted in Tract A and the Open Space and Storm water Tract C.</p> <p>3. Proposed Street Tree locations will need to meet Engineering Design and Development Standards 4H.100. Variation from the standards are allowed if approved by the City Engineer or Urban Forester.</p>	With a gross acreage of 9.4-acres and a public roadway area of 1.89-acres, the project is required to provide 226 tree units and 11 additional trees are proposed to be planted in SVPA Tracts A & F. Tract C & E will be landscaped.
		COMMENT	4. Engineering Plan Review will include comments on the Landscape Notes, Planting details, Tree Species selection, Tree Retention Calculations, Cost Estimate and Timeline (Sequence) for Site Preparations.	Noted
<b>SURVEY/MAPPING REVIEW</b>				
		RETURN FOR REVISION /COMMENTS	<p>REVISE THE PRELIMINARY. MAP TO INCLUDE OR CONSIDER THE FOLLOWING:</p> <p>1. Shading may not be reproducible.</p> <p>2. Text crossing lines may not be recordable.</p> <p>3. Verify text size is minimum .08".</p> <p>4. Add legend. Show all used symbols and line types in legend.</p> <p>5. Add record legal description.</p> <p>6. Section subdivision or controlling monuments shown. Consider showing Basis of Bearing monument at Division and 16th.</p> <p>7. Add name and recording information for abutting subdivisions.</p> <p>8. Identify section and DLC lines.</p> <p>9. Proposed sewer easement needs to be tied to boundary, lots or streets. Center proposed 20' easement on existing sewer line. Easements required for water and sewer in private access lanes. Easements required for 24", 18" and 30" storm pipes in Tracts C and E.</p> <p>10. Show all dimensions for lots and road centerlines. Show curve data. Tie to boundary.</p> <p>11. Show recording information for existing easements.</p> <p>12. Add description of found monuments and the date visited.</p> <p>13. Give the location and identification of any visible physical appurtenances such as fences, structures, etc. that may indicate encroachment... Show building on Northeast abutting property. Are existing cul-de-sac areas</p>	<p>Several of these comments apply more to a final plat map and have been noted.</p> <p>Legal descriptions are already shown on the Preliminary Plat map.</p> <p>Section and DLC lines have been noted.</p> <p>Proposed sewer easement has been revised.</p> <p>Dimensions, bearings, and curve data have been added for the roadway centerlines.</p> <p>Recording information for existing easements has been added.</p> <p>Descriptions of found monuments have been added. Dates are unknown.</p> <p>There are no known encroachments.</p>

			encroaching, or covered by easements?	Noted
<b>ADDRESSING</b>				
		COMMENT	See the attached map for the proposed addresses for each lot within this plat.	Noted
<b>BUILDING OFFICIAL</b>				
		COMMENT	The project shall comply with the City of Olympia Construction Codes as adopted through the Olympia Municipal Code, Chapter 16.04.	Noted
<b>THURSTON COUNTY ENVIRONMENTAL HEALTH</b>				
ITEM	CODE REQUIREMENTS	COMMENT OR REQUESTED REVISION/INFORMATION	DETAILS	APPLICANT RESPONSE
		ADDITIONAL INFORMATION REQUEST	Based on the scope of the project within Critical Aquifer Area, an Integrated Pest Management Plan (IPMP) is required. The goal of the IPMP is to manage landscapes using best management practices that limit the use of pesticides in order to reduce ground and surface water contamination and reduce human exposure to pesticides. A guidance document is attached for reference.	An IPMP has been prepared
		REVISION REQUESTED	Records indicate the property located to the east of the project site, 1707 Decatur Street SE, is served by a single family well. All existing off-site wells located within 200 feet of the project boundaries must be shown on the map with their associated 100-foot sanitary control radii.	We could not find any record of this well and are currently waiting to hear back from Thurston County Environmental Health
<b>PUBLIC COMMENTS</b>				
			Numerous comments from interested citizens were submitted during the comment period. These can be found on the project's webpage on the City's website: <a href="http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx">http://olympiawa.gov/news-and-faq-s/construction-news/Wellington-Heights.aspx</a>	Noted

ATTACHMENTS:

1. Environmental Checklist- Staff Comments
2. IDP template
3. Solid Waste Drive Path
4. TIA Scoping Sheet 032118
5. Daily Volumes
6. Speed traffic data
7. Accident data worksheets
8. Address map
9. IPMP Guidance

**July 23, 2018**

**Response to Substantive Review Comments – Wellington Heights**

**Engineering Section/Traffic Impact Analysis Comments**

1. Scoping sheet is included in the revised TIA.
2. The vicinity map has been modified to reflect the general location of the South Westside Neighborhood and the Wellington West Neighborhood.
3. The revised site plan has been added.
4. Modified Section 3.2 as requested in the revised TIA.
5. The traffic counts received from Olympia dated 2016 at Black Lake/9<sup>th</sup> and Fern/9<sup>th</sup> have been factored to 2018 values.
6. Traffic volumes on specific links have been added to a separate figure using information provided by the city. The figure has been added to the appendix as has data received from the city of Olympia regarding various segments in the area.
7. The calculation process used by the city of Olympia for total intersection averages for the intersections along with the data from the Synchro analysis.
8. The accident data summary has been included in the revised TIA. Please let me know if the complete data package received from WSDOT is needed..
9. The PM peak hour is analyzed given that higher traffic volumes occur on the serving street system while traffic volumes from projects such as Wellington have higher volumes during the PM peak versus the AM peak.
10. The 7 unit multi-family has been added as a pipeline project.
11. Narrative regarding the missing portion of sidewalk has been added to the revised TIA.
12. A figure illustrating future street connections as identified in the city comments has been added to the appendix. The provision of the proposed street connections are subject to future land use action by these properties that is not guaranteed. The connections are illustrative and indicate that any additional road connections would

allow dilution of traffic for not only Wellington Heights project traffic but also existing neighborhood traffic. Note that the connection of Decatur to Catron is not shown nor planned to be connected by the city.

13. North-south roads available for public travel include:

Cushing Street  
Milroy Street  
Decatur Street  
Lee Street  
Thomas Street  
Plymouth  
Percival  
Rogers Street

The trips from the project expected to travel through these streets based on trip assignment is estimated to be 11 trips during the PM peak hour. This trip generation represents approximately one trip every 5 minutes with dilution to less than this expected given the number of north-south streets in the area. The numerous routes available should prevent any concentration of project traffic.

14. The interconnection of Wellington Heights to three roadways (Fern, Division, Cushing) under the current proposal with a possible future connection to Decatur via 18<sup>th</sup> Avenue will create numerous routes for project traffic to access the existing street system as it travels to the arterial system starting at 9<sup>th</sup> Avenue. The multiple routes, if utilized by the traffic from Wellington Heights, would amount to 1 trip each minute if all traffic utilized Fern reducing to one trip every two to four minutes if other routes are included. As the road system develops, more routes will create a dilution in traffic throughout the entire roadway network.

15. The several roadways identified, 10<sup>th</sup> Avenue, 11<sup>th</sup> Avenue and 12<sup>th</sup> Avenue, should be unaffected by Wellington traffic except for possible visits to homes on those particular roadways. For non-local traffic traveling to the northeast, it is estimated that 11 trips would be directed toward Decatur using 14<sup>th</sup> Avenue during the PM peak hour. The amount of increase in traffic from Wellington is therefore estimated at approximately one trip every six minutes along the Decatur corridor.