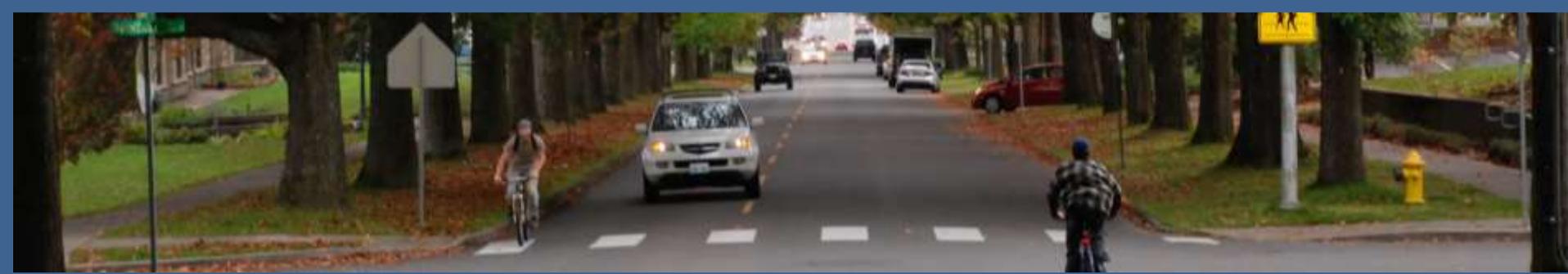


# Engineering Design and Development Standards 2017 Update

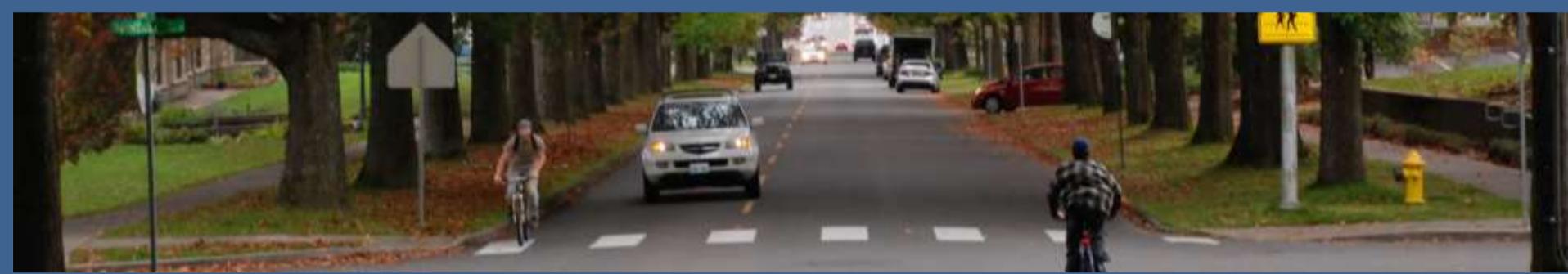
## Public Works Engineering

Land Use and Environment Committee  
September 21, 2017



# Typical Changes

- Clarifying
- Updating
- Legal
- Definitions
- Drawings



# Substantive Changes

- ADA Requirements for Curb Ramps
- Pedestrian Pathways
- Traffic Impact Analysis
- Block Sizing



# ADA Requirements for Curb Ramps

## 4C.050 Curb Ramps

~~All sidewalks-Curb ramps~~ must be designed and constructed to provide access in accordance with the ~~standards of state law. The~~ Americans with Disabilities Act (ADA), ~~and~~ Public Right-Of-Way Accessibility Guidelines (PROWAG), ~~and/or City standards contained in the EDDS, whichever are more stringent. provide regulations and guidance for curb ramp placement and geometry.~~ Consistent with the ADA, PROWAG, and Section 2.040 of the EDDS, existing curb ramps may be required to be replaced when they are impacted by repair work, construction and/or development. When a new ramp is installed on one side of the street, per State Law (RCW 35.68.075) an ADA-compliant companion ramp shall be installed on the opposite side of the street.

## RCW 35.68.075

### **Curb ramps for persons with disabilities—Required—Standards and requirements.**

- (1) The standard for construction on any county road, or city or town street, for which curbs in combination with sidewalks, paths, or other pedestrian access ways are to be constructed, shall be not less than two ramps per lineal block on or near the crosswalks at intersections. Such ramps shall be at least thirty-six inches wide and so constructed as to allow reasonable access to the crosswalk for physically handicapped persons, without uniquely endangering blind persons.
- (2) Standards set for curb ramping under subsection (1) of this section shall not apply to any curb existing upon enactment of this section but shall apply to all new curb construction and to all replacement curbs constructed at any point in a block which gives reasonable access to a crosswalk.
- (3) Upon September 21, 1977, **every ramp thereafter constructed under subsection (1) of this section, which serves one end of a crosswalk, shall be matched by another ramp at the other end of the crosswalk.** However, no ramp shall be required at the other end of the crosswalk if there is no curb nor sidewalk at the other end of the crosswalk. Nor shall any matching ramp constructed pursuant to this subsection require a subsequent matching ramp.



# Pedestrian Pathways

D. Pedestrian Routes. Notwithstanding pedestrian accessible route requirements addressed in the International Building Code, a pedestrian access plan shall be prepared for complex sites, sites with more than 50 parking spaces, or where block sizing requirements are triggered. The plan shall examine where people will walk into, out of, and through the development. The development shall provide clear pedestrian pathways so that vehicles would avoid driving in that walking space. A pedestrian pathway, whether it be a required sidewalk or additional asphalt with a distinct line separating vehicles, shall be located in areas likely to be used by a pedestrian, instead of the driveway or street.

If the development is sufficiently complex, in the determination of the City engineer or designee, then the plan shall be prepared by a transportation engineer hired by the developer, and the report shall be subject to the review and approval of the City Engineer or designee as well as the Director or designee. The report shall consider the pedestrian use of the development in light of future development build out as contemplated by the City's Comprehensive Plan as well as the goals and purposes of the Comprehensive Plan. Such pedestrian pathways shall connect with other pathways reasonable close to the site.

# Traffic Impact Analysis

CITY OF OLYMPIA

Updated ~~November-03, 2006~~

June 26, 2017

**DRAFT**

## **Traffic Impact Analysis (TIA) Guidelines for New Developments**

### A. INTRODUCTION

A Traffic Impact Analysis (TIA) is a specialized study of the impacts that a certain type and size of development will have on the surrounding transportation system. The TIA is an integral part of the development review process. It is specifically concerned with the generation, distribution, and assignment of traffic to and from the new development. New development includes properties that are redeveloped. The purpose of a TIA is to determine what impact development traffic will have on the existing and proposed street network and what impact the existing and projected traffic on the street system will have on the new development.

These guidelines have been prepared to establish the requirements for a TIA. Except as directed by other sections of the Olympia Municipal Code the Environmental Review Officer (ERO) will be the person responsible under the State Environmental Policy Act (SEPA), as well as city ordinances, for enforcing the need for a TIA. The ERO will consult with the Transportation Division of the Public Works Department and, based on their recommendation, determine the need for a TIA.

# TIA in OMC 15.20.060

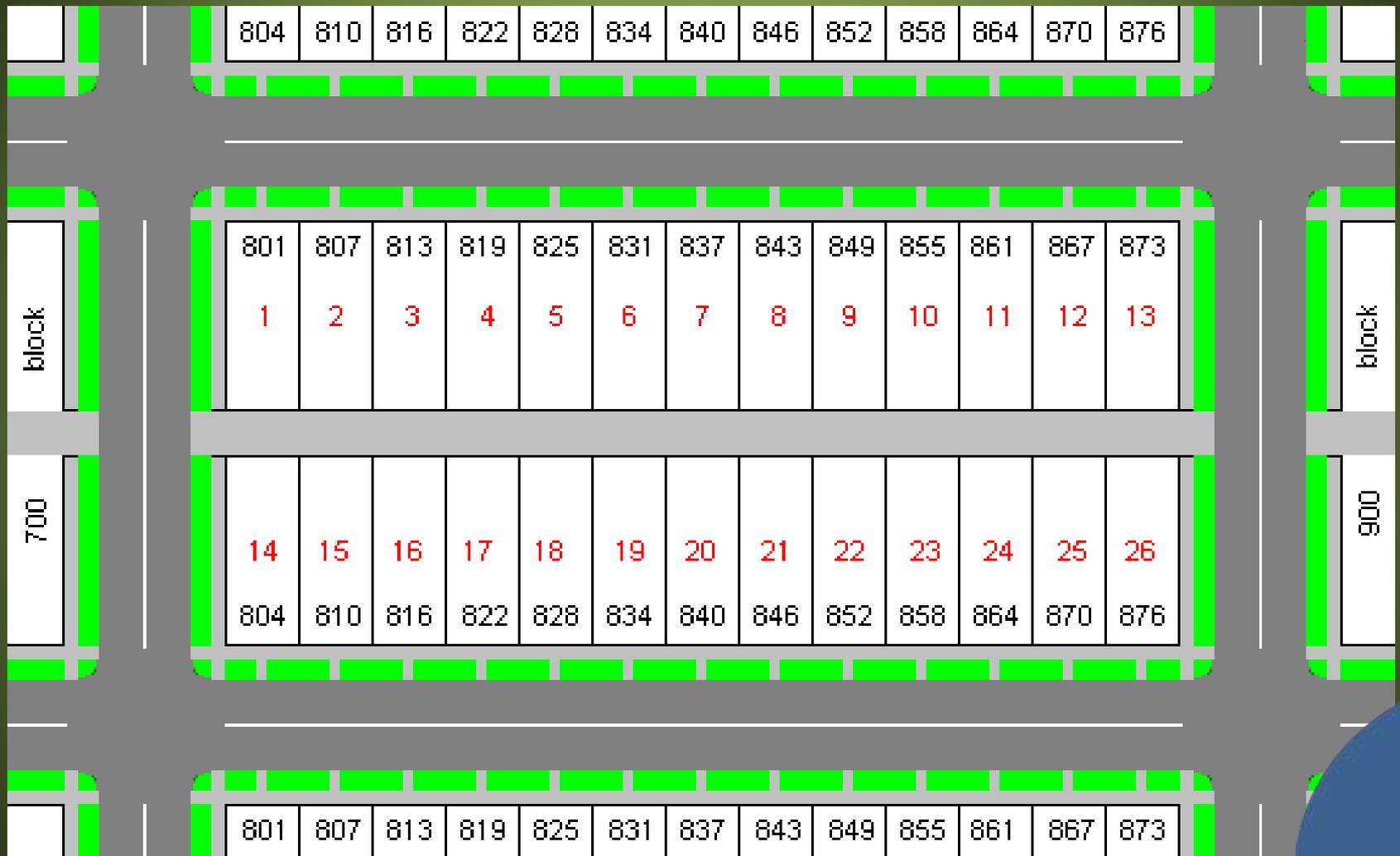
## **15.20.060 Exemptions from the concurrency test**

A. Exemption from the concurrency test is not an exemption from the remaining requirements of OMC Title 15. The following applications for a building permit shall be exempt from the concurrency test:

1. Any proposed development that creates no additional impacts on any transportation facility;
2. Any project that is a component of another proposed development and that was included in a prior application for a finding of concurrency;
3. Any renewal of a previously issued but unexpired permit;
4. Any application for a residential building permit if the dwelling unit is a part of a subdivision or short plat that submitted an application after 1990 and that has undergone the analysis mandated by the State Subdivision Act, RCW 58.17.060 or .110 and
5. Any application that is exempt from OMC Title 14.

B. Unless otherwise exempted by the Director or Environmental Review Officer, a building permit application must be accompanied by a Traffic Impact Analysis (TIA) provided by the applicant in accordance with the City of Olympia Traffic Impact Analysis Guidelines for New Development dated November 3, 2006 (TIA Guidelines) in Chapter 4 of the current Engineering Design and Development Standards, or as hereafter amended by resolution of the City Council. Applications that do not meet the minimum requirements to conduct a TIA under Section B 'When Required' of the TIA Guidelines are exempt.

# Block Sizing



# Block Sizing

**Table 3: Street Characteristics**

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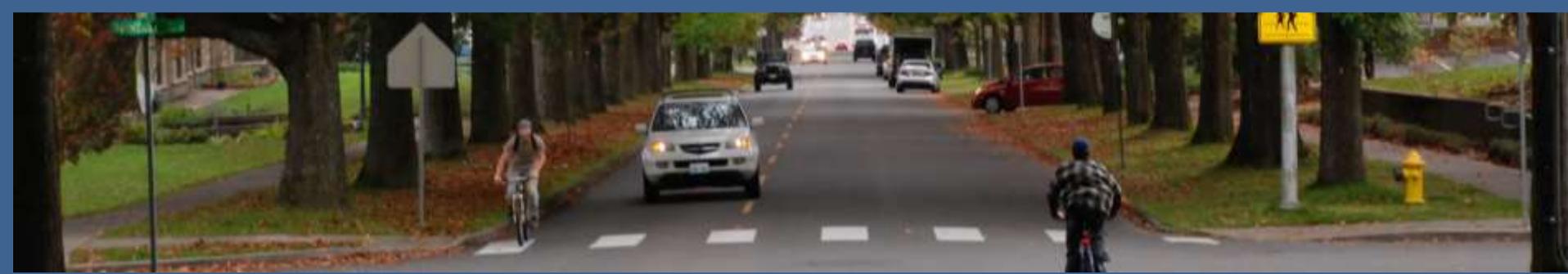
Street Characteristics	Arterial Street	Major Collector	Neighborhood Collector	Local Access Street
Types of Traffic Served	Regional and City-wide	Sub-regional, feed Arterial traffic	Subarea and local traffic, feed Major Collector traffic	Local traffic, feed Neighborhood/Major Collector or Arterial Traffic
Traffic Volumes	14,000 - 40,000 Average Daily Traffic	3,000 - 14,000 Average Daily Traffic	500 - 3,000 Average Daily Traffic	0 - 500 Average Daily Traffic
Percent Local Traffic	0 - 15% of origins and destinations are within a one mile radius of the street	0 - 30% of origins and destinations are within a one mile radius of the street	70% - 100% of origins and destinations are within a one mile radius of the street	80% - 100% of origins and destinations within a one mile radius of the street
Average Travel Length	10 to maximum miles	2 to 15 miles	1 to 2 miles	Minimum to 2 miles
Street Spacing (1)	1 - 2 miles	1/2 - 3/4 mile	1000' - 1500'	350' - 500'
Intersection Spacing (2)	≤500' <del>750'</del>	350' - 500'	250' - 350'	250' - 350'
Design Speed	30 - 35 mph	25 - 35 mph	25 mph	20 - 25 mph
On-Street Parking	No - except where parking exists and where exempt.	No - except where parking exists and where exempt.	Yes - with bulb-outs at intersections.	Yes - one side with parking bulb-outs to define

# OMCs to be updated this year

- 12.20 Street Excavation
- 13.20 Wastewater Pretreatment Program
- 15.20 Transportation Concurrency
- 17.44 Improvements
- 17.48 Design Standards
- 17.52 Variances
- 18.38 Parking and Loading
- 18.75 Appeals/Reconsideration
- 18.82 Hearing Examiner

# Miscellany

- Electric Vehicle Charging Stations
- Small Cell Towers



## Next Steps

- Sept. – Oct.: Continue Stakeholder Involvement and Finalize Specific Changes
- November: City Council/Public Hearing...
- December: Final Approval and Adoption

# Discussion



# Hyperlinks

[Code Publishing site](#)

[City's EDDS Webpage](#)