



City of Olympia | Capital of Washington State

P.O. Box 1967, Olympia, WA 98507-1967

olympiawa.gov

November 20, 2017

Ken Brogan
Views on 5th, LLC
5020 Joppa Street SW
Tumwater, WA 98512

Dear Mr. Brogan,

SUBJECT: 410 5th Avenue
Views on 5th Request for Deviation from Standard – 4th Avenue
Elimination of the 8 ft Parking Lane

I have reviewed your request to deviate from the requirements of the Engineering Design and Development Standards, specifically;

- “On 4th Avenue, delete the 8-foot wide parking strip called for on the Commercial Collector Street Standard. Maintain the existing four lane through vehicle travel with a center turn lane and include other pedestrian amenities with the project as hereafter described in more detail on the attached.”

In order to grant the deviation, the proposal must meet criteria A through E, Section 1.050 of the Engineering Design and Development Standards (EDDS). The proposal, attached, adequately addresses each of these criteria and is hereby approved with the following conditions;

- All other improvements proposed for 4th Avenue shall comply with the EDDS, unless otherwise approved by the City.
- The street trees shall be offset from the building alcoves to maximize the sidewalk area available to pedestrians.
- Obstructions into the 4th Avenue sidewalk are not allowed, i.e. door swing and bicycle parking, in order to maximize sidewalk width available for pedestrian traffic.
- Ensure that storm drainage adjacent to the curb is adequate to eliminate the potential for ponding, for a better pedestrian experience.
- The proposed bollards shall be illuminated.

This approval is specific to the proposed project noted above. Should there be a change in the alignment or cross section of 4th Avenue along the proposed project, a request for approval will be required showing compliance with the requirements outlined in the EDDS.

If you have questions, or need additional clarification related to the condition noted above, please feel free to contact me at (360)753-8422.

Sincerely,



FRANCINE. R. EIDE, P.E.
City Engineer

Attachments

cc: Tiffani King, Engineering Plans Examiner, Community Planning and Development
Randy Wesselman, Engineering and Planning Supervisor, Public Works Transportation
Steve Sperr, P.E., Assistant City Engineer
File



EDDS Deviation Request

Requested By: Views on 5th, LLC

Date: November 2, 2017

Telephone #: 705.89260000

Project Name/Number: Views on 5th/17-2528

Project Location: 410 5th Avenue, Olympia, WA

Describe
Deviation
Request:

On 4th Avenue, delete the 8-footwide parking strip called for on the Commercial Collector Street Standard. Maintain the existing four lane through vehicle travel with a center turn lane and include other pedestrian amenities with the project as hereafter described in more detail on the attached.

Reason for
Deviation:

For the current situation, as provided for in the Engineering Design and Development Standards (EDDS), Section 1.05 - Deviation from Standards, the alternative to the EDDS presented herein will better accommodate existing conditions without adversely affecting safety, operations, maintenance, or aesthetics. See attached documentation for additional information.

List below all related documentation and include them as attachments.

Deviation from Standards Request, Pages 1-3

Figure 1 - Proposed Street Section

Exhibit A - Aerial photo of 4th Avenue Existing Conditions

Exhibit B - Partial Site Plan: 4th Avenue and the "Woonerf"

Exhibit C - Rendered View: 4th Avenue and Simmons Street

Please submit your request by mailing it to:

Attn: Fran Eide, P.E., City Engineer

PO Box 1967

Olympia, WA 98507

Questions?

Contact Fran Eide, P.E., City Engineer, at extension (360) 753-8422

DEVIATION from STANDARDS – 4TH AVENUE

Requested by: Ken Brogan
Views on 5th, LLC
5020 Joppa St SW
Tumwater, WA 98512
(360)705-8926

Date: Nov 2, 2017

Project: Views on 5th - 410 5th Avenue, Olympia, WA
City Project # 17-2528

Deviation Criteria per EDDS 1.050 – Deviation from Standards:

- A. *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

The Commercial Collector Street Standard in the EDDS calls for an 8-foot wide parking strip with a 10-foot wide, concrete sidewalk, and four travel lanes. The required right of way is 83-feet. (Although ordinarily required in the collector street standard, 4th Avenue from Simmons Street easterly is specifically exempt from providing 5-foot bike lanes per EDDS 4D.020.) Specifics of the proposed street section are shown on the attached Figure 1.

The proposed deviation achieves the intended result of the standards but provides a comparable or superior quality of improvement. The City has already modified the Commercial Collector Standard for 4th Avenue in this area by deleting parking on the south side of 4th Avenue, replacing it with a westbound left turn lane at the Simmons/4th intersection. This existing deviation improves vehicular flow through the downtown core. This deviation request maintains that efficient flow of vehicular traffic by continuing the congestion inducing conflicts with parking vehicles as well as the inherent friction of parked vehicles alongside a collector street. Additionally, a public transit stop is located on the Views on 5th frontage for 4th Avenue which would preclude parking for the majority of the length of the block.

Additionally, the Views on 5th project proposes pedestrian amenities that create a far superior quality of pedestrian experience in the following ways along 4th Avenue (See also Exhibit B):

- **Providing building undulation of the ground floor provides additional open space, creating sidewalks varying in width from 10-feet to 13-feet, yielding space for additional seasonal landscaping, benches, and bicycle parking, all in addition to the standard pedestrian sidewalk surface.**
- **Additional space is also provided on 4th Avenue for covered seating at the transit stop adjacent to the building.**
- **The Views on 5th project proposes a mid-block “woonerf” connecting Simmons and Sylvester Streets to relieve some of the pedestrian and vehicular circulation around the perimeter of the site.**

DEVIATION from STANDARDS
(Cont'd Page 2 of 3)
Views on 5th – Deletion of Planter Strip on 4th Avenue
November 2, 2017

- The applicant will also install lighted bollards along the street side of the sidewalk along 4th Avenue to provide delineated separation of pedestrians from the travel way.

B. The deviation will not adversely affect safety or operations; and

The deviation will cause NO adverse effect on either safety or operations. Operationally, the proposed pedestrian corridors have more capacity than required in the arterial standard. Safety is similarly maintained and even enhanced by the additional pedestrian amenities provided through building undulation and a mid-block "woonerf", giving additional space for walking, waiting, and locations for amenities such as benches and trash receptacles located outside of the standard sidewalk width. See Exhibit B. All public improvements will be placed within City right of way. The City of Olympia will have full access to all its infrastructure and will in no way be restricted from operation or maintenance of its facilities.

Finally, the proposed project includes only a portion of the block on 4th Avenue; the existing parking lot to the east is not part of the Views on 5th project. Therefore, even if the full street width improvement with planter strip were to be completed with this project, it would extend only for a half-block providing no improvement to safety or operation of the street.

C. The deviation will not adversely affect maintenance and its associated cost; and

The proposed deviation is expected to reduce overall maintenance costs as irrigation, mowing lawn, grass replacement, and other planter strip maintenance costs are likely to be less than maintenance of a concrete walk with street trees in cast iron grates.

D. The deviation will not adversely affect the aesthetic appearance, and

The proposed deviation will in no way adversely affect the aesthetic appearance of 4th Avenue. Rather, said aesthetics will be enhanced by the added and alternative pedestrian experience amenities discussed above. See Exhibit C.

Additionally, the Views on 5th project represents roughly half of the full frontage on 4th Avenue between Simmons and Sylvester Streets. Attempting to modify the typical urban street section for half a block with no reasonable expectation that the other half of the block or remainder of the corridor will ever do the same, adversely impacts the aesthetic appearance of the 4th Avenue corridor, particularly from the pedestrian perspective.

DEVIATION from STANDARDS

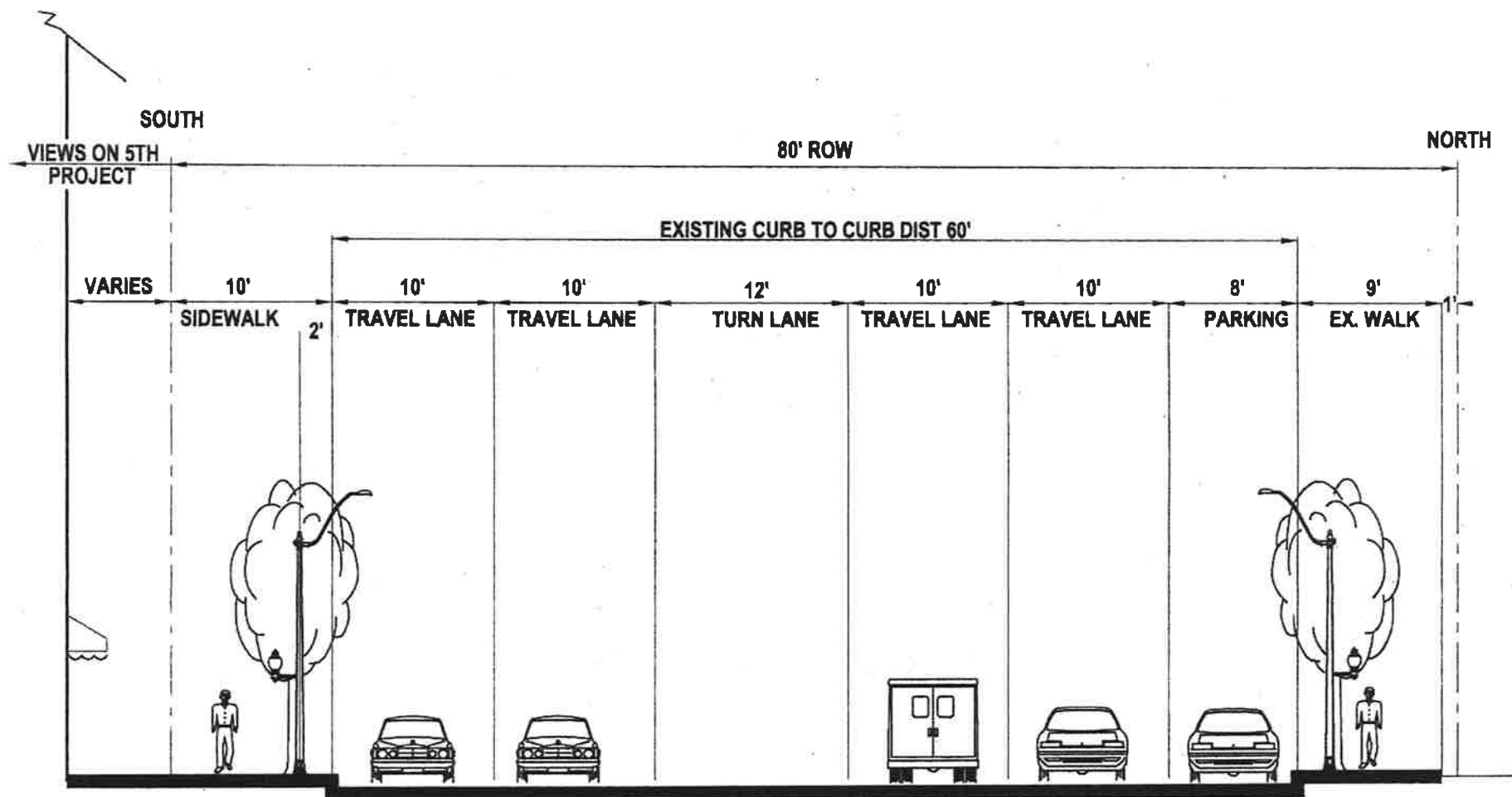
(Cont'd Page 3 of 3)

Views on 5th – Deletion of Planter Strip on 4th Avenue November 2, 2017

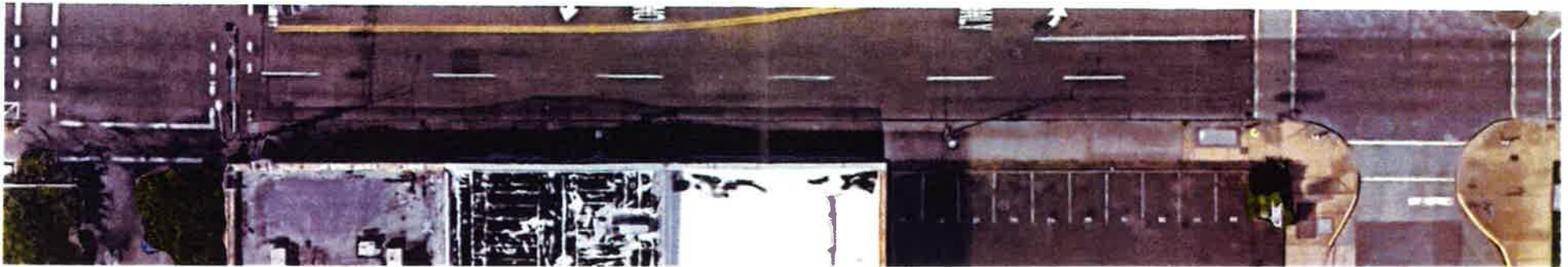
E. The deviation will not impact future expansion, development, or redevelopment.

Nothing in this deviation request will adversely affect the future vision of the 4th Avenue corridor. This corridor is fully built out with buildings fronting directly on the edge of the existing right of way as is desired, expected, and permitted by code. This urban landscape throughout the corridor is made up of wide sidewalks and street trees in grated tree wells as proposed with this project. Throughout the area, beginning one block east of this site, the downtown core is a traditional urban, pedestrian focused landscape of vehicle uses, vertical curb, sidewalk, and adjacent buildings. See Exhibit A.

The Views on 5th project proposes to continue this same urban centric vision. No other uses on 4th Avenue in the two-block length of arterial section between the 4th Avenue Bridge and Water Street can reasonably be expected to ever create the full street section envisioned in the EDDS.



4TH AVENUE PROPOSED SECTION
FIGURE 1

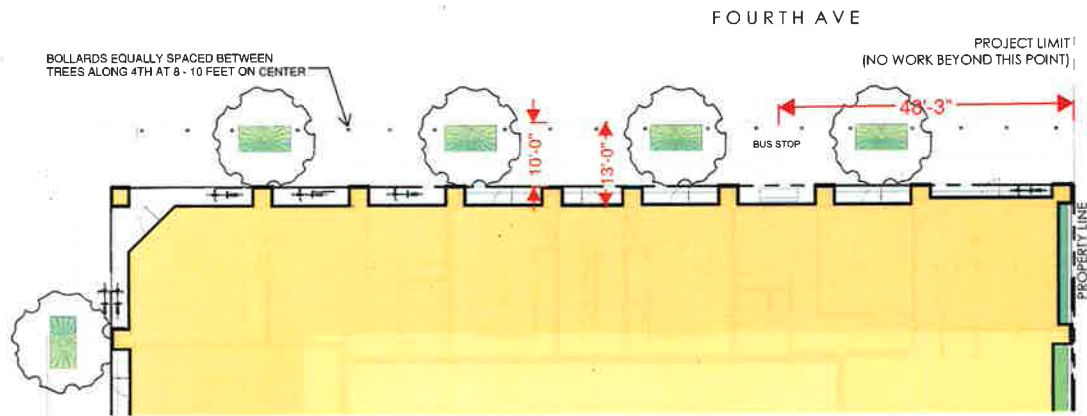


PARTIAL SITE PLAN AT 4TH AVENUE

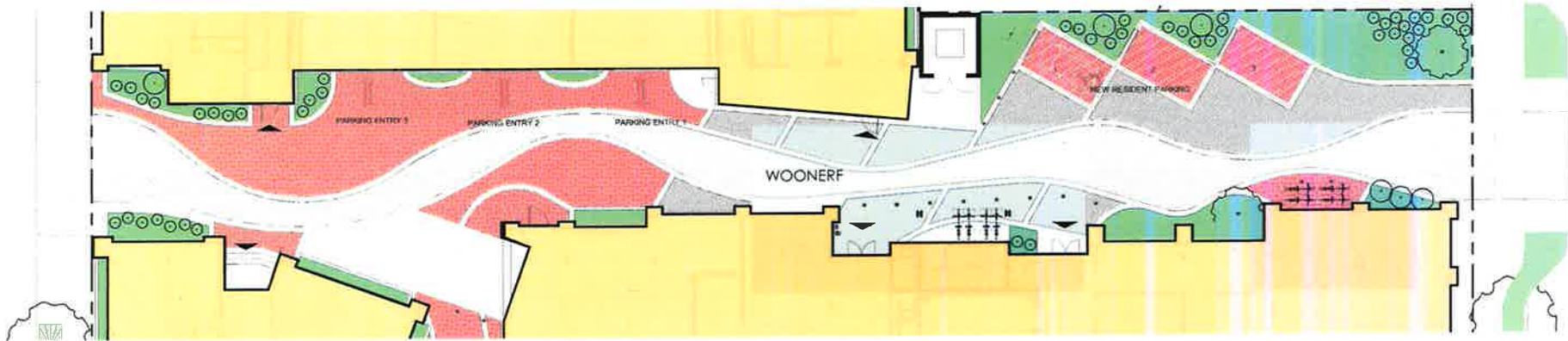


SITE CONTEXT

EXHIBIT B - 4TH AVENUE
PARTIAL SITE PLAN



PARTIAL SITE PLAN AT 4TH AVENUE



PARTIAL SITE PLAN AT MID-BLOCK "WOONERF"



VIEW AT CORNER OF 4TH AND SIMMONS



November 20, 2017

Ken Brogan
Views on 5th, LLC
5020 Joppa Street SW
Tumwater, WA 98512

Dear Mr. Brogan,

SUBJECT: 410 5th Avenue
Views on 5th Request for Deviation from Standard – 5th Avenue
Elimination of the 8 ft Parking Lane

I have reviewed your request to deviate from the requirements of the Engineering Design and Development Standards, specifically;

- “On 5th Avenue, delete the 8-foot wide parking strip called for in the Commercial Collector Street Standard. Maintain existing four lane through vehicle travel with bike lanes and include other pedestrian amenities with the project as hereafter described in more detail on the attached.”

In order to grant the deviation, the proposal must meet criteria A through E, Section 1.050 of the Engineering Design and Development Standards (EDDS). The proposal, attached, adequately addresses each of these criteria and is hereby approved with the following conditions;

- All other improvements proposed for 5th Avenue shall comply with the EDDS, unless otherwise approved by the City.

This approval is specific to the proposed project noted above. Should there be a change in the alignment or cross section of 5th Avenue along the proposed project, a request for approval will be required showing compliance with the requirements outlined in the EDDS.

Views on 5th
Deviation from Standard - 5th Avenue
November 20, 2017
Page 2

If you have questions, or need additional clarification related to the condition noted above, please feel free to contact me at (360)753-8422.

Sincerely,



FRANCINE. R. EIDE, P.E.
City Engineer

Attachments

cc: Tiffani King, Engineering Plans Examiner, Community Planning and Development
Randy Wesselman, Engineering and Planning Supervisor, Public Works Transportation
Steve Sperr, P.E., Assistant City Engineer
File



EDDS Deviation Request

Requested By: Views on 5th, LLC

Date: November 2, 2017

Telephone #: 705.89260000

Project Name/Number: Views on 5th/17-2528

Project Location: 410 5th Avenue, Olympia, WA

Describe
Deviation
Request:

On 5th Avenue, delete the 8-foot wide parking strip as called for in the Commercial Collector Street Standard. Maintain existing four lane through vehicle travel with bike lanes and include other pedestrian amenities with the project as hereafter described in more detail on the attached.

Reason for
Deviation:

For the current situation, as provided for in the Engineering Design and Development Standards (EDDS), Section 1.05 - Deviation from Standards, the alternative to the EDDS presented herein will better accommodate existing conditions without adversely affecting safety, operations, maintenance, or aesthetics. See attached documentation for additional information.

List below all related documentation and include them as attachments.

Deviation from Standards Request, Pages 1-4

Figure 1 - Proposed Street Section

Exhibit A - Aerial photo of 5th Avenue showing existing improvements

Exhibit B - Partial Site Plan: 5th Avenue and the "Woonerf"

Exhibit C - Rendered Views

Please submit your request by mailing it to:

Attn: Fran Eide, P.E., City Engineer

PO Box 1967

Olympia, WA 98507

Questions?

Contact Fran Eide, P.E., City Engineer, at extension (360) 753-8422

DEVIATION from STANDARDS – 5TH AVENUE

Requested by: Ken Brogan
Views on 5th, LLC
5020 Joppa St SW
Tumwater, WA 98512
(360)705-8926

Date: Nov 2, 2017

Project: Views on 5th - 410 5th Avenue, Olympia, WA
City Project # 17-2528

Deviation Criteria per EDDS 1.050 – Deviation from Standards:

- A. *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

The Commercial Street Standard in the EDDS calls for an 8-foot wide parking strip and a 10-foot concrete sidewalk. With four travel lanes and dedicated bike lanes, total required right of way would be 88-feet. The proposed deviation provides for 4 travel lanes, 2 bike lanes, and sidewalks within 72-feet of right of way. Specifics of the proposed section are shown on the attached Figure 1.

The proposed deviation achieves the intended result of the standards but provides a comparable or superior quality of improvement. The City has already modified the Commercial Collector Standard for 5th Avenue in this area to improve vehicular flow through the downtown core. This deviation request maintains that efficient flow of vehicular traffic by removing congestion inducing conflicts with parking vehicles as well as the inherent friction of parked vehicles alongside a collector street. Additionally, a public transit stop is located on the Views on 5th frontage for 5th Avenue which would preclude parking for the majority of the length of the block.

Additionally, while parking does provide some additional separation of pedestrians from the travel lanes of 5th Avenue, the Views on 5th project proposes pedestrian amenities that create an enhanced pedestrian experience in the following ways:

- Providing building undulation through the selective removal of, and addition to, sections of the lower portion of the existing tower building provides additional open space, creates sidewalks varying in width from 10-feet to 22-feet, creates space for additional seasonal landscaping, allows room for benches, as well as bicycle parking, all in addition to the standard pedestrian sidewalk surface.
- The creation of additional open space between the edge of the sidewalk and the face of the building also provides additional room to accommodate raising the existing floor elevation of the building to a higher level in compliance with sea level rise and flood mitigation requirements.

DEVIATION from STANDARDS
(Cont'd Page 2 of 3)
Views on 5th – Deletion of Planter Strip on 5th Avenue
November 2, 2017

- Additional space is also provided on 5th Avenue for a covered transit stop waiting area adjacent to the building.
- The Views on 5th project proposes a mid-block “woonerf” connecting Simmons and Sylvester Streets to relieve some of the pedestrian and vehicular circulation around the perimeter of the site.
- See Exhibit B for more information.

B. The deviation will not adversely affect safety or operations; and

The deviation will cause NO adverse effect on either safety or operations. Operationally the proposed pedestrian corridors have more capacity than required in the commercial collector standard. Safety is similarly maintained and even enhanced by the additional pedestrian amenities provided with the project through building undulation and a mid-block “woonerf”, providing additional space for walking, waiting, and locations for other amenities such as benches and trash receptacles located outside of the standard sidewalk width. See Exhibit B. A moderate shift of the pedestrian travel path slightly towards the bike lane in no way decreases safety nor will it affect operations of the public improvements. All public improvements will be placed within the City right of way. The City of Olympia will have full access to all its infrastructure and will in no way be restricted from operation or maintenance of its facilities.

C. The deviation will not adversely affect maintenance and its associated cost; and

The proposed deviation is expected to reduce overall maintenance costs as the total amount of asphalt roadway to maintain will be reduced.

D. The deviation will not adversely affect the aesthetic appearance, and

The proposed deviation will in no way adversely affect the aesthetic appearance of 5th Avenue. Rather, said aesthetics will be enhanced by the added and alternative pedestrian experience amenities discussed above. See Exhibit C.

Additionally, the Views on 5th project incorporates redevelopment of the existing building on this site, which is sited approximately 1.3-feet northerly of the existing right of way.

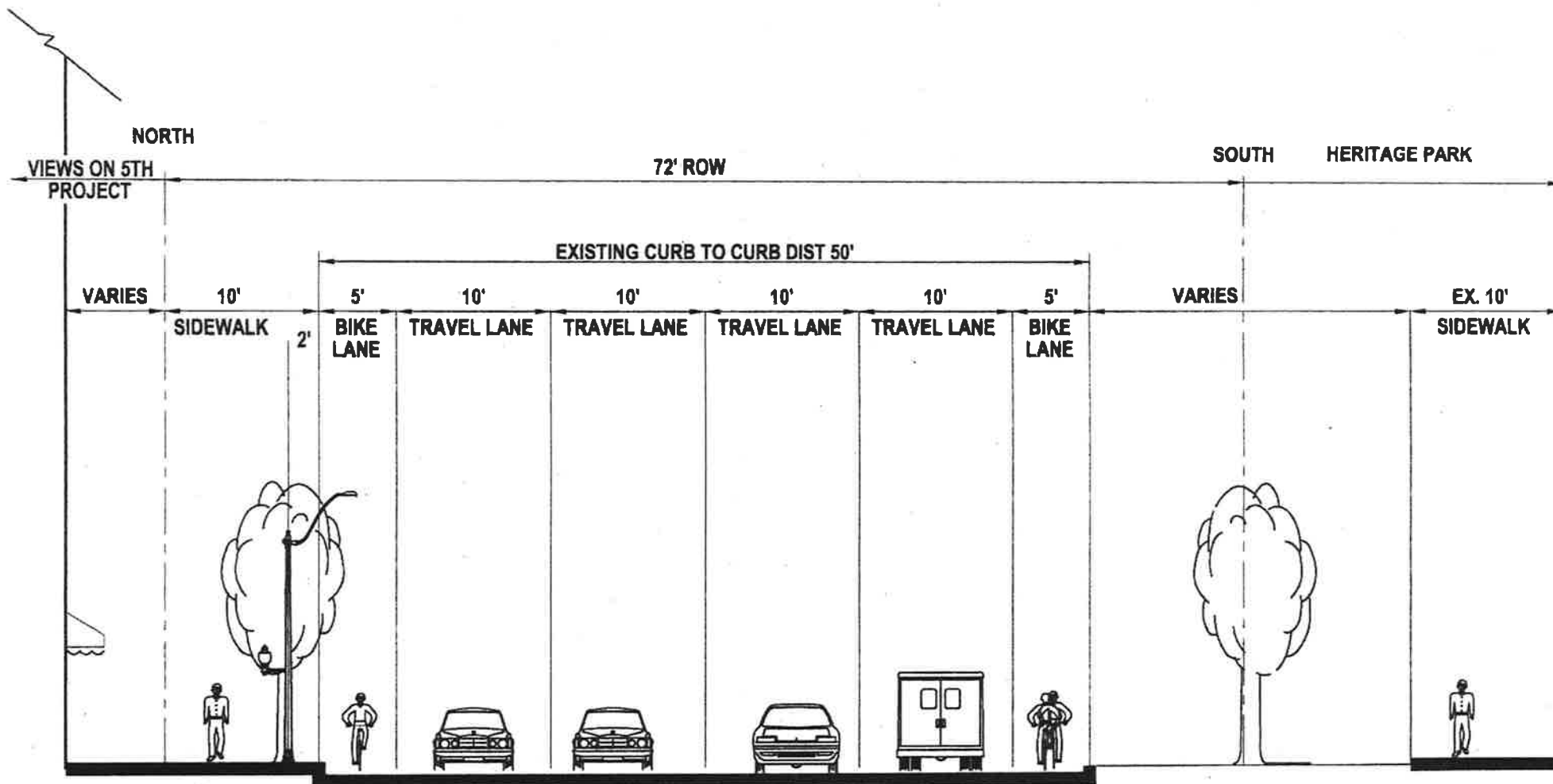
DEVIATION from STANDARDS
(Cont'd Page 3 of 3)
Views on 5th – Deletion of Planter Strip on 5th Avenue
November 2, 2017

Construction of an 8-foot parking strip as called for by the commercial collector standards would necessitate extending the right of way 8-feet into the existing building. This would require removal of a portion of the structure proposed for redevelopment which is unreasonable and aesthetically undesirable. In addition, improvements to the south wall of the existing building proposed with the Views on 5th project, namely, selectively removing portions of and adding to the existing building to enhance the pedestrian experience through undulating building forms and covered walkways along the street-side wall, will enhance the aesthetics of the area and improve the pedestrian experience, while allowing redevelopment of the existing structure in its current location.

E. The deviation will not impact future expansion, development, or redevelopment.

Nothing in this deviation request will adversely affect the future vision of the 5th Avenue corridor. This corridor is fully built out with buildings fronting directly on the edge of the existing right of way as is desired, expected, and permitted by code, including the existing building proposed for redevelopment as part of the Views on 5th project. This urban landscape throughout the corridor is made up of wide sidewalks and street trees in grated tree wells. Throughout the area, beginning one block east of this site, the downtown core is a traditional urban, pedestrian focused landscape of vehicle uses, vertical curb, sidewalk, and adjacent buildings. The Views on 5th project proposes to continue this same urban centric vision.

No other uses on 5th Avenue in the two-block length of arterial section between the 5th Avenue Bridge and Water Street can reasonably be expected to ever create the full street section envisioned in the EDDS. The south side of 5th Avenue from the bridge to Water Street is Heritage Park which is fully developed. East of this project site on the north side of 5th Avenue is the City's Fountain Park, also fully developed. Please see the attached Exhibit A for reference and more detail.



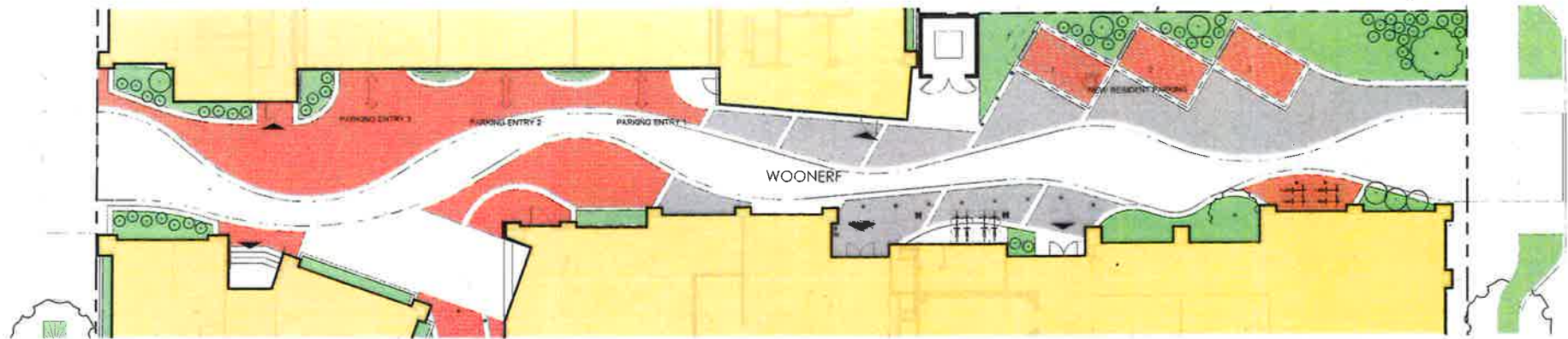
5TH AVENUE PROPOSED SECTION
FIGURE 1



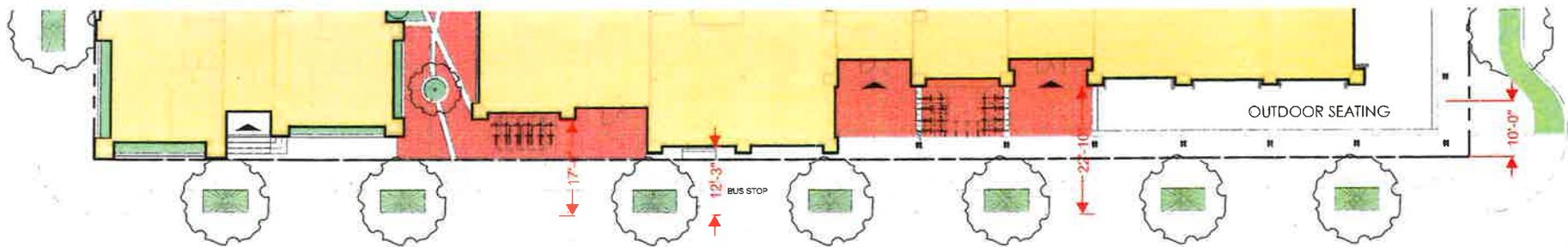
SITE CONTEXT



PARTIAL SITE PLAN AT 5TH AVENUE



PARTIAL SITE PLAN AT MID-BLOCK "WOONERF"



PARTIAL SITE PLAN AT 5TH AVENUE

FIFTH AVE



PROPOSED VIEW AT CORNER OF 5TH & SYLVESTER



EXISTING VIEW EAST ALONG FIFTH



PROPOSED VIEW EAST ALONG FIFTH



PROPOSED VIEW AT CORNER OF 5TH AND SIMMONS



November 20, 2017

Ken Brogan
Views on 5th, LLC
5020 Joppa Street SW
Tumwater, WA 98512

Dear Mr. Brogan,

SUBJECT: 410 5th Avenue
Views on 5th Request for Deviation from Standard – Simmons Street
Elimination of the Parking Lanes and Install a Left Turn Lane for Northbound Traffic

I have reviewed your request to deviate from the requirements of the Engineering Design and Development Standards, specifically;

- "On Simmons Street, delete the parking on both sides as called for on the Commercial Collector Street Standard. Replace parking with a newly constructed center left turn lane for northbound traffic."

In order to grant the deviation, the proposal must meet criteria A through E, Section 1.050 of the Engineering Design and Development Standards (EDDS). The proposal, attached, adequately addresses each of these criteria and is hereby approved with the following conditions;

- All other improvements proposed for Simmons Street shall comply with the EDDS, unless otherwise approved by the City.

This approval is specific to the proposed project noted above. Should there be a change in the alignment or cross section of Simmons Street along the proposed project, a request for approval will be required showing compliance with the requirements outlined in the EDDS.

Views on 5th

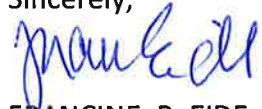
Deviation from Standard – Simmons Street

November 20, 2017

Page 2

If you have questions, or need additional clarification related to the condition noted above, please feel free to contact me at (360)753-8422.

Sincerely,



FRANCINE. R. EIDE, P.E.

City Engineer

Attachments

cc: Tiffani King, Engineering Plans Examiner, Community Planning and Development
Randy Wesselman, Engineering and Planning Supervisor, Public Works Transportation
Steve Sperr, P.E., Assistant City Engineer
File



EDDS Deviation Request

Requested By: Views on 5th, LLC

Date: November 2, 2017

Telephone #: 705.89260000

Project Name/Number: Views on 5th/17-2528

Project Location: 410 5th Avenue, Olympia, WA

Describe
Deviation
Request:

On Simmons Street, delete the parking on both sides as called for on the Commercial Collector Street Standard. Replace parking with a newly constructed center left turn lane for northbound traffic.

Reason for
Deviation:

For the current situation, as provided for in the Engineering Design and Development Standards (EDDS), Section 1.05 - Deviation from Standards, the alternative to the EDDS presented herein will better accommodate existing conditions without adversely affecting safety, operations, maintenance, or aesthetics. See attached documentation for additional information.

List below all related documentation and include them as attachments.

Deviation from Standards Request, Pages 1-2

Figure 1 - Proposed Street Section

Exhibit A - Aerial photo of Simmons Street showing existing improvements

Exhibit B - Partial Site Plan

Exhibit C - Rendered Views

Please submit your request by mailing it to:

Attn: Fran Eide, P.E., City Engineer

PO Box 1967

Olympia, WA 98507

Questions?

Contact Fran Eide, P.E., City Engineer, at extension (360) 753-8422

DEVIATION from STANDARDS – SIMMONS STREET

Requested by: Ken Brogan
Views on 5th, LLC
5020 Joppa St SW
Tumwater, WA 98512
(360)705-8926

Date: Nov 2, 2017

Project: Views on 5th - 410 5th Avenue, Olympia, WA
City Project # 17-2528

Deviation Criteria per EDDS 1.050 – Deviation from Standards:

- A. *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

The Commercial Collector Street Standard in the EDDS calls for two 8-foot wide parking areas in addition to two travel lanes, two 5-foot bike lanes, and 10-foot sidewalks. The total required right of way is 68-feet.

A Traffic Impact Analysis (TIA) prepared by Transportation Engineers Northwest was submitted to the City of Olympia for review as part of the Views on 5th Site Plan Review application, as updated July 20, 2017. The TIA predicts acceptable level of service operation for Simmons Street without the addition of a left turn lane at the intersection of Simmons Street and 4th Avenue. See TIA page 20.

Nevertheless, during project review, City staff expressed a desire for the project to include a northbound left turn lane at this intersection to improve the long-term overall queuing function of both the Simmons/4th and Simmons/5th intersections. See TIA pages 21-22. The applicant is willing to construct this City-requested street improvement, but can only do so if the proposed deviation is also granted to eliminate the required parking on both east and west sides of Simmons Street. See Figure 1 for the proposed street section.

As shown in the TIA, the addition of the turn lane will provide for superior traffic flow along Simmons Street and enhance transportation through this westerly edge of downtown, all within existing right of way. See TIA pages 20-22. Loss of parking along the frontage for the Views on 5th project will be replaced with public parking spaces in the parking garage proposed with the project. The net effect with the deviation will be a comparable if not superior quality of improvement to maintaining the on-street parking otherwise required for the street section.

DEVIATION from STANDARDS

(Cont'd Page 2 of 2)

Views on 5th – Deletion of Parking on Simmons Street November 2, 2017

- B. The deviation will not adversely affect safety or operations; and*

The deviation will cause NO adverse effect on either safety or operations. Operationally, inclusion of the proposed turn lane will improve overall operation of the transportation system and decrease congestion on Simmons Street due to conflicts between parking and signal operations at both the 4th and 5th Avenue intersections. See TIA pages 20-22. All public improvements will remain within City right of way and the City of Olympia will have full access to all its infrastructure and will in no way be restricted from operation or maintenance of its facilities.

- C. The deviation will not adversely affect maintenance and its associated cost; and*

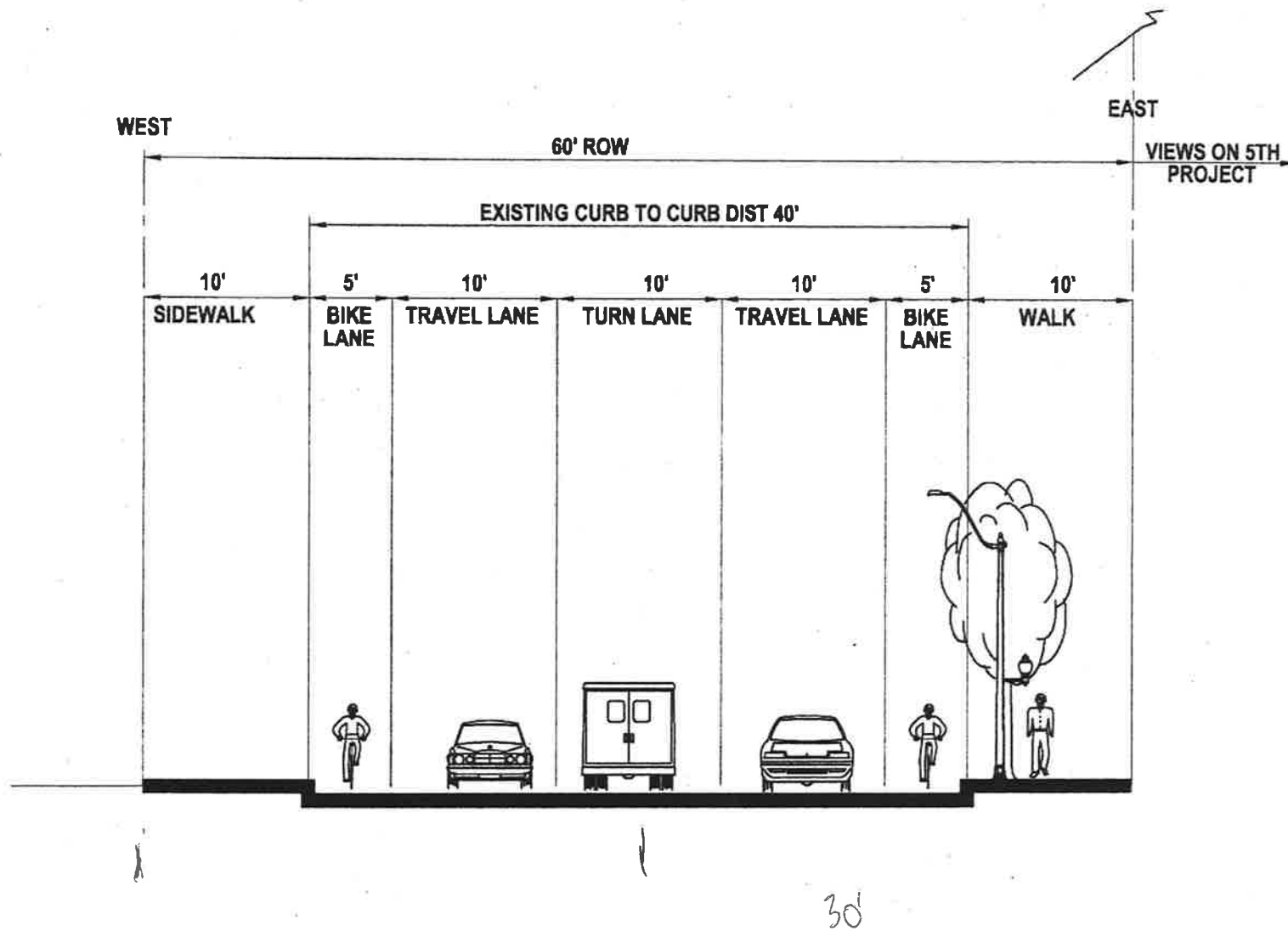
The proposed deviation to eliminate on-street parking is not expected to have any adverse impacts on either maintenance or cost.

- D. The deviation will not adversely affect the aesthetic appearance, and*

The proposed deviation will in no way adversely affect the aesthetic appearance of Simmons Street. All required street trees and sidewalks will be constructed per the Commercial Collector standard. See Exhibits B and C.

- E. The deviation will not impact future expansion, development, or redevelopment.*

Construction of the left turn lane for northbound Simmons Street traffic will improve traffic operations in the area, making future expansion, development, or redevelopment more likely as opposed to less likely. While the Views on 5th project does not trigger queuing thresholds that require the applicant to construct this turn lane (see TIA pages 20-22), the applicant is willing to commit to this improvement at the City's request in association with the Views on 5th project to improve long-term area traffic flow. See Exhibit A for existing conditions.

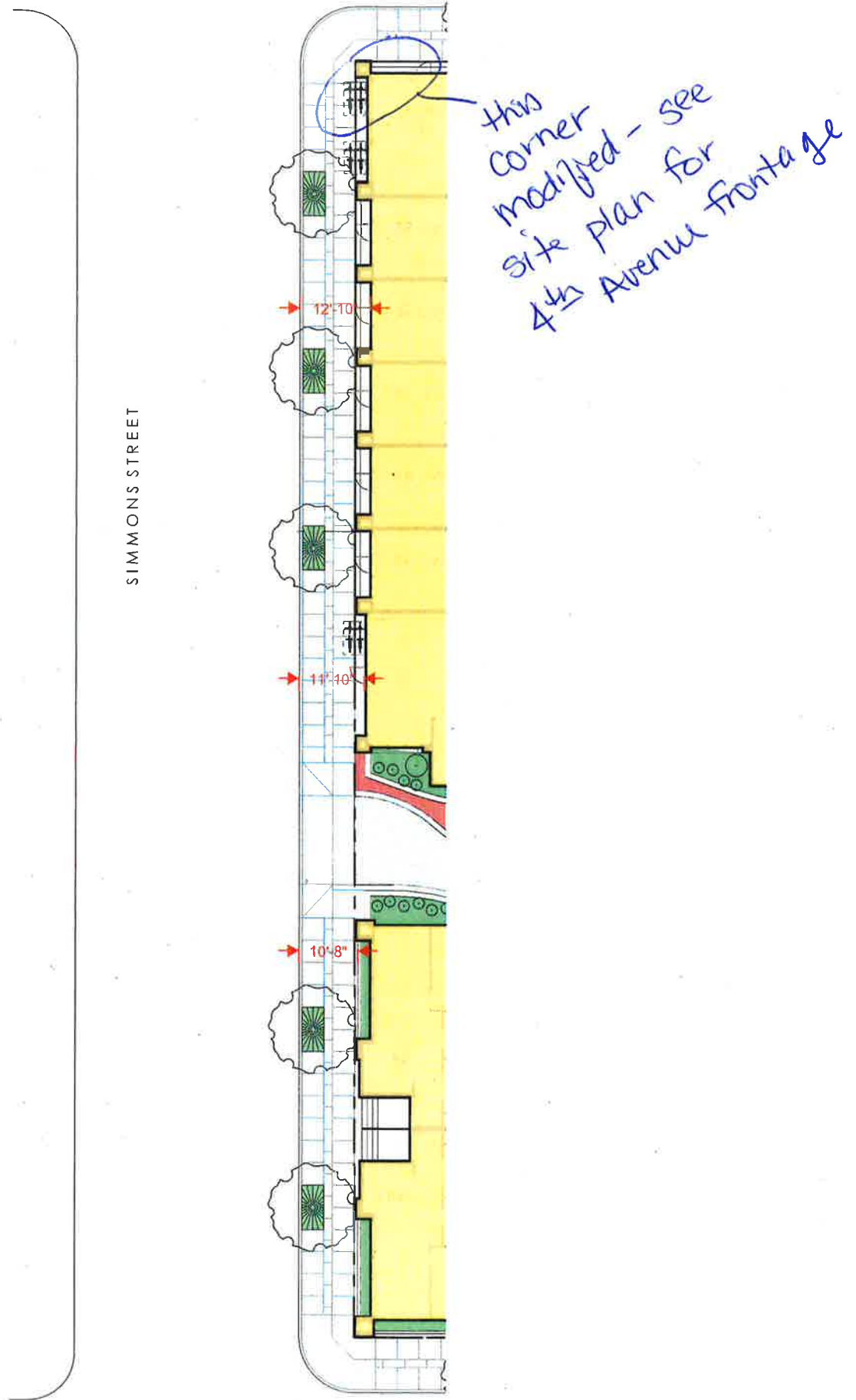


SIMMONS STREET PROPOSED SECTION
FIGURE 1

EXHIBIT A - SIMMONS STREET
EXISTING CONDITION



EXHIBIT B - SIMMONS STREET
PARTIAL SITE PLAN





EXISTING VIEW SOUTH ON SIMMONS



PROPOSED VIEW SOUTH ON SIMMONS



EXISTING VIEW NORTH ON SIMMONS



PROPOSED VIEW NORTH ON SIMMONS



November 20, 2017

Ken Brogan
Views on 5th, LLC
5020 Joppa Street SW
Tumwater, WA 98512

Dear Mr. Brogan,

SUBJECT: 410 5th Avenue
Views on 5th Request for Deviation from Standard – Sylvester Street
Elimination of the 5 ft wide Bike Lane

I have reviewed your request to deviate from the requirements of the Engineering Design and Development Standards, specifically;

- “On Sylvester Street, delete the 5ft wide bike lane as called for on the Commercial Collector Street Standard.”:

In order to grant the deviation, the proposal must meet criteria A through E, Section 1.050 of the Engineering Design and Development Standards (EDDS). However, in this case, per the City’s 009 Bicycle Master Plan and the Bicycle Network Map, a bike lane is not required on this block of Sylvester Street. There is no connecting bicycle lane on 4th Avenue. The connecting route is via Simmons Street.

This letter is to acknowledge the request for deviation and document that the proposed street cross section for Sylvester Street, between 4th and 5th Avenues accompanying this request does not require approval of a deviation. The proposed street cross section shall be reviewed and permitted via the Engineering Plan Review process.

Should there be a change in the alignment or cross section of the proposed project, a request for deviation from Standard will be required showing compliance with the requirements outlined in the EDDS. A mid-block crossing will require a deviation from the EDDS.

Views on 5th

Deviation from Standard – Sylvester Street

November 20, 2017

Page 2

If you have questions, or need additional clarification related to the condition noted above, please feel free to contact me at (360)753-8422.

Sincerely,



FRANCINE. R. EIDE, P.E.

City Engineer

Attachments

cc: Tiffani King, Engineering Plans Examiner, Community Planning and Development
Randy Wesselman, Engineering and Planning Supervisor, Public Works Transportation
Steve Sperr, P.E., Assistant City Engineer
File



EDDS Deviation Request

Requested By: Views on 5th, LLC

Date: November 2, 2017

Telephone #: 705.89260000

Project Name/Number: Views on 5th/17-2528

Project Location: 410 5th Avenue, Olympia, WA

Describe
Deviation
Request:

On Sylvester Street, delete the 5 ft wide bike lane as called for on the Commercial Collector Street Standard.

not needed

Reason for
Deviation:

For the current situation, as provided for in the Engineering Design and Development Standards (EDDS), Section 1.05 - Deviation from Standards, the alternative to the EDDS presented herein will better accommodate existing conditions without adversely affecting safety, operations, maintenance, or aesthetics. See attached documentation for additional information

List below all related documentation and include them as attachments.

Deviation from Standards Request, Pages 1-2

Figure 1 - Proposed Street Section

Exhibit A - Aerial photo of Sylvester Street showing existing improvements

Exhibit B - Partial Site Plan

Exhibit C - Rendered Views

Please submit your request by mailing it to:

Attn: Fran Eide, P.E., City Engineer

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Olympia, WA 98507

Questions?

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DEVIATION from STANDARDS – SYLVESTER STREET

Requested by: Ken Brogan
Views on 5th, LLC
5020 Joppa St SW
Tumwater, WA 98512
(360)705-8926

Date: Nov 2, 2017

Project: Views on 5th - 410 5th Avenue, Olympia, WA
City Project # 17-2528

Deviation Criteria per EDDS 1.050 – Deviation from Standards:

- A. *The deviation will achieve the intended result with a comparable or superior design and quality of improvement;*

The Commercial Collector Street Standard in the EDDS calls for 5-foot bike lanes in addition to two 12-foot travel lanes, parking on both sides of the street and 10-foot sidewalks. The total required right of way is 68-feet, half-street width of 34-feet. The proposed deviation would eliminate the bike lane across the project frontage. This would reduce the half-street right of way requirement to 29-feet. A full 30-feet of half-street right of way exists. See Figure 1.

Creation of a dedicated bike lane on Sylvester Street would however, create a lane for cyclists but there is no “point of origin” for those cyclists.

For eastbound cyclists on 4th Avenue, the existing bike lane terminates at Simmons Street one block west of Sylvester Street. A southbound bike lane on Simmons Street directs eastbound cyclists to 5th Avenue where they may then continue either easterly or turn westerly on 5th. For westbound cyclists on 5th Avenue, the Simmons Street bike lane routes cyclists back onto the bike lane on 4th Avenue.

In contrast, westbound cyclists on 5th Avenue would have nowhere to go and would be “trapped” at 4th Avenue should they use a bike lane on Sylvester Street. Rather, cyclists should be encouraged to use the bike lane on Simmons Street where they can connect to the bike lane on 4th Avenue. The Applicant notes that the City’s Fountain Park did not construct a northbound bike lane on Simmons Street and it was appropriate not to do so. Similarly, striping a bike lane on the south half of the block across the frontage for the Views on 5th project for southbound bike traffic on Simmons Street appears to lack utility because there is no bike lane on 4th Avenue to originate bike traffic southbound on Simmons Street.

DEVIATION from STANDARDS

(Cont'd Page 2 of 2)

Views on 5th – Delete Bike Lane on Sylvester Street November 2, 2017

- B. The deviation will not adversely affect safety or operations; and*

The deviation will cause NO adverse effect on either safety or operations. Operationally the existing bike lanes will continue to operate and route bike traffic as designed for the bike corridor through downtown. Safety is similarly maintained and even enhanced by eliminating the potential for cyclists to use what would be only a half-block long bike lane that routes them in a direction they should not necessarily be using. All public improvements will remain within City right of way and the City of Olympia will have full access to all its infrastructure and will in no way be restricted from operation or maintenance of its facilities.

- C. The deviation will not adversely affect maintenance and its associated cost; and*

The proposed deviation to remove the bike lane will not adversely affect maintenance nor its associated costs.

- D. The deviation will not adversely affect the aesthetic appearance, and*

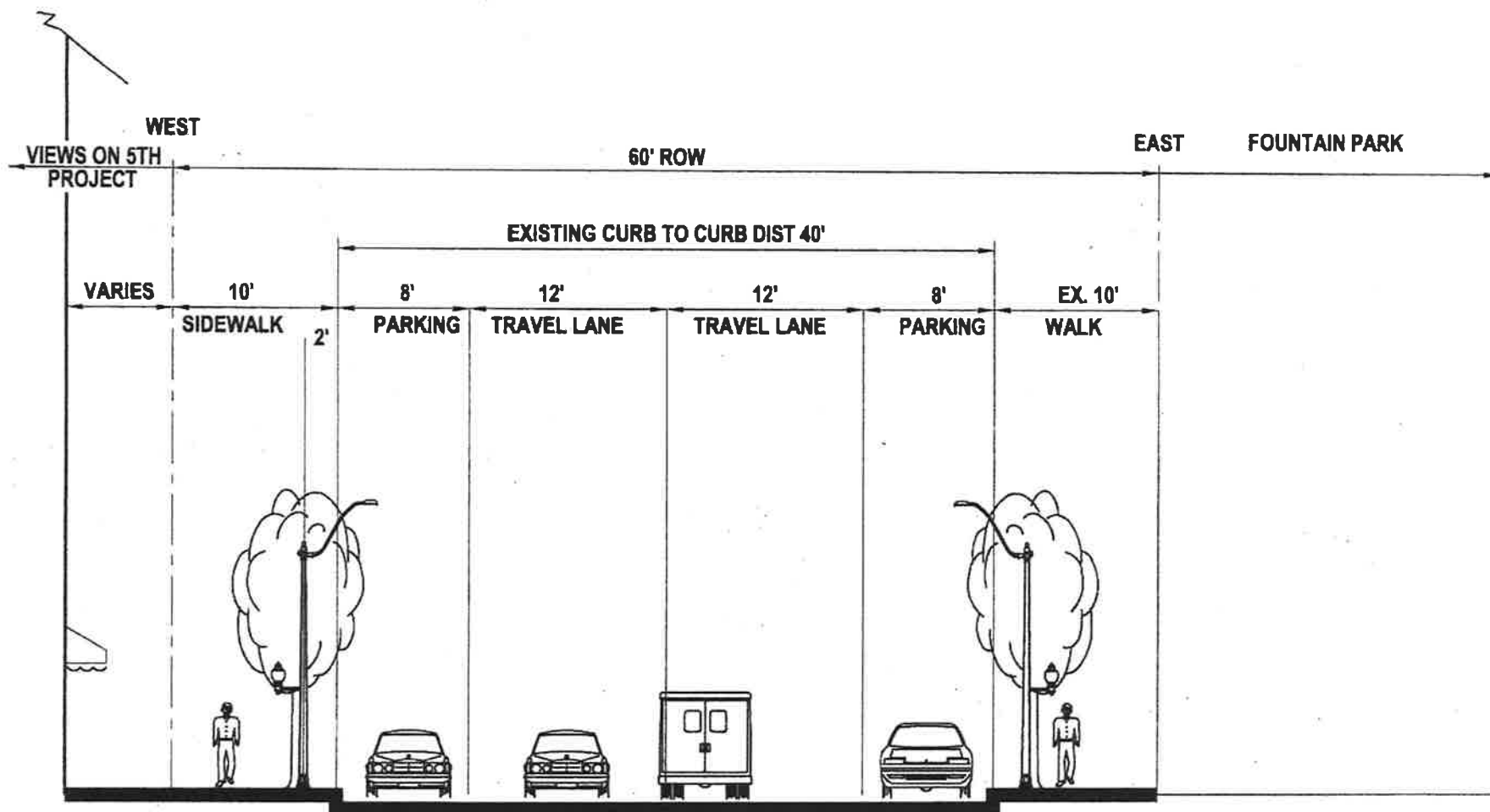
The proposed deviation will in no way adversely affect the aesthetic appearance of Sylvester Street. Rather, said aesthetics will be enhanced by the added pedestrian amenities provided in the woonerf proposed for the project. See also Exhibits B and C.

Additionally, the Views on 5th project represents roughly half of the full frontage on Sylvester Street between 4th and 5th Avenues as the existing parking lot is not part of the proposed project. Attempting to modify the urban street section for half a block to include a bike lane with no reasonable expectation that the other half of the block, or even the east side of the Sylvester Street, will ever do the same is both unreasonable and detrimental to the pedestrian and cycling experience in the downtown corridor.

- E. The deviation will not impact future expansion, development, or redevelopment.*

Nothing in this deviation request will adversely affect the future vision of Sylvester Street. This corridor is fully built out with the City's Fountain Park on the east side and an existing building, slated for redevelopment as the Views on 5th project, located on the south half of the block on the west side of Sylvester Street. See Exhibit A for existing conditions.

Notwithstanding this Deviation Request, available space remains in the existing curb to curb configuration and available right of way for the Applicant, in cooperation with the City, to potentially develop additional pedestrian amenities along Sylvester Street.



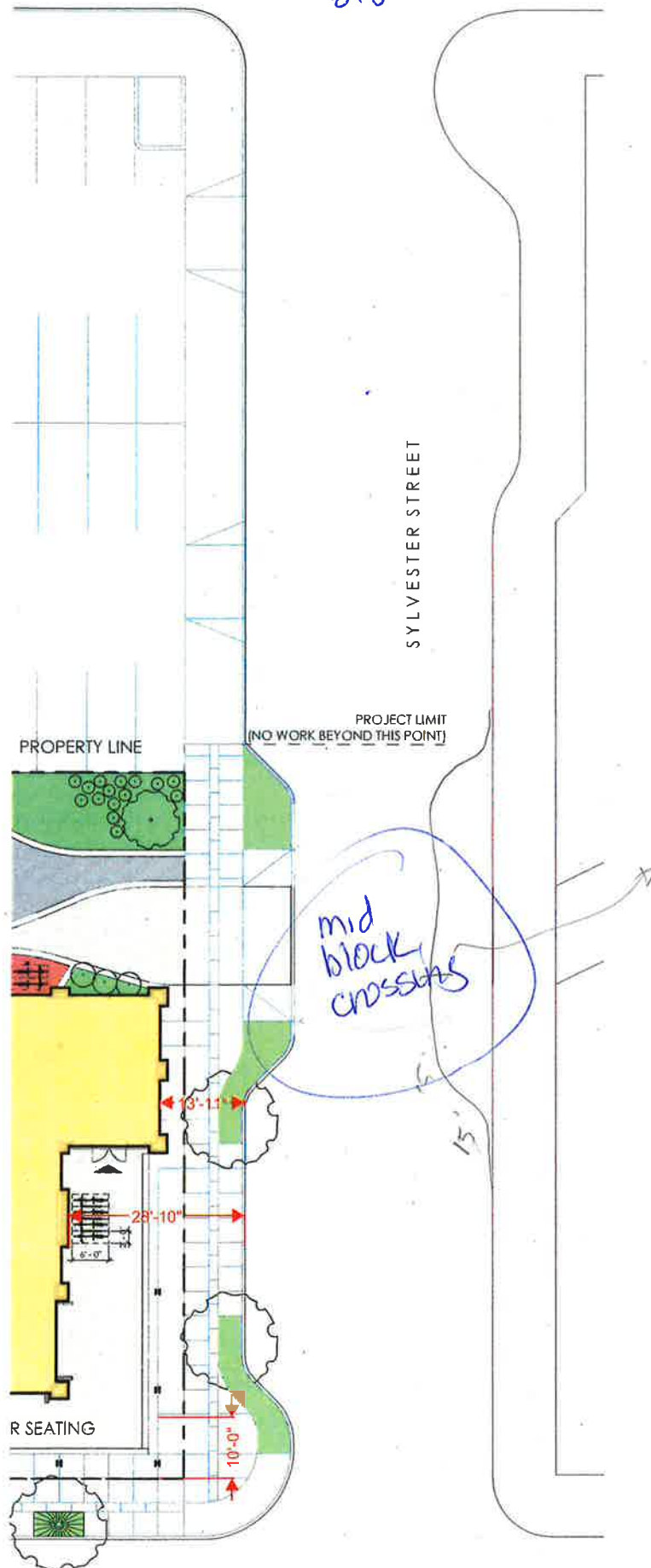
SYLVESTER STREET PROPOSED SECTION

FIGURE 1

EXHIBIT A - SYLVESTER STREET
EXISTING CONDITION



no signal





EXISTING VIEW NORTH ON SYLVESTER



PROPOSED VIEW NORTH ON SYLVESTER



EXISTING VIEW SOUTH ON SYLVESTER



PROPOSED VIEW SOUTH ON SYLVESTER