



EDDS Deviation Request

Attachment 3.D

Requested By: Date:

Telephone #: Project Name/Number:

Project Location:

Describe
Deviation
Request:

Reason for
Deviation:

List below all related documentation and include them as attachments.

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

Request for Deviation from Standards Requirements:

Attachment 3.D

In accordance with Section 1.050 of the Engineering Design and Development Standards, the following information is being presented in support of a request for deviation which is in compliance with the following criteria:

- A. The deviation will achieve the intended result with a comparable or superior design and quality of improvement;
- B. The deviation will not adversely affect safety or operations; and
- C. The deviation will not adversely affect maintenance and its associated cost; and
- D. The deviation will not adversely affect the aesthetic appearance; and
- E. The deviation will not impact future expansion, development, or redevelopment.

1.050 Deviation from Standards

These Standards represent appropriate practice under most conditions, based on past experience in the City of Olympia and other jurisdictions. They are intended to provide facilities that are safe and appropriate for use in the City of Olympia.

Situations will arise where alternatives to these Standards may better accommodate existing conditions, overcome adverse topography, or allow for more cost-effective solutions without adversely affecting safety, operations, maintenance, or aesthetics.

Accordingly, requests for deviations from these Standards will be considered by the City Engineer. Such requests must be submitted to include supporting information demonstrating compliance with the following criteria:

- A. The deviation will achieve the intended result with a comparable or superior design and quality of improvement; and
- B. The deviation will not adversely affect safety or operations; and
- C. The deviation will not adversely affect maintenance and its associated cost; and
- D. The deviation will not adversely affect the aesthetic appearance; and
- E. The deviation will not impact future expansion, development, or redevelopment.

It is recognized that the need for and timing of a deviation request may not be predictable. Requests should be submitted as soon as the need becomes known. No request will be considered until an application for a permit or other approval has been submitted. Known deviation requests that affect lot yield or scope of development must be decided prior to any public hearing or official decision on the application. This is important for public notice and participation in the decision process.

Deviations that affect engineering design, to the extent they are known, must be decided prior to submittal of construction plans. This will prevent wasted effort in the preparation of plans with nonstandard features that cannot be approved.

Any deviation request concerning a provision of the Uniform Fire Code requires concurrence by the City of Olympia Fire Marshal. Documentation of concurrence by the Fire Marshal must be submitted with the request. The City Engineer is the final authority on all deviation requests.

The City Engineer reserves the right to direct or deny a deviation from these Standards at any time in the interest of public health, safety, and welfare.



TECHNICAL MEMORANDUM

TO: Fran Eide, PE, City Engineer
City of Olympia

FROM: Perry Shea, PE
Principal

DATE: February 9, 2022

PROJECT: West Bay Yards

SUBJECT: Deviation Request - Standard Drawing 4-2G5

1. SUMMARY OF REQUEST

A mixed-use development is proposed at 1210 West Bay Drive NW. The project proposes five mixed use buildings, surface parking and below-grade parking. Frontage improvements along West Bay Drive are also proposed.

This project is required to provide half street frontage improvements along West Bay Drive NW per Standard Plan 4-2G5 of the Engineering Design and Development Standards (EDDS). Per this plan, a center turn lane is required. We are requesting elimination of the turn lane. We are also requesting that we be allowed to construct three traffic calming raised intersections (also called speed tables), one at each of the project site driveway access points onto West Bay Drive.

2. REASON FOR DEVIATION REQUEST

A Traffic Impact Analysis (TIA) report has been completed for the proposed project. This report concludes that the center turn lane does not provide any meaningful operational benefit for the project. Given the existing documented vehicle speeding issues at different points on West Bay Drive, we believe the proposed raised intersection treatments are a better improvement.

3. SUPPORT FOR DEVIATION

The purpose of the center turn lane required by Standard Plan 4-2G5 is to remove cars turning left from the travel lane and allow for free flow of traffic. This can improve the vehicle operational performance at intersections and improve the overall safety of the roadway, especially when left turn volumes are prevalent. Given the proposed projects location, the majority of traffic is projected to travel to/from the south, which connects to downtown Olympia, much of West Olympia, and I-5. Given this, the projected left turn volumes into the project site are low. Per section 6.2 in the TIA, each site driveway is projected to operate well within the identified City standard at the time of opening without a center lane. A



sensitivity analysis was performed (See Section 6.5.1 in the TIA), which assessed twenty years after opening. Each driveway is projected to continue operating well within the identified City standard without a center lane the site driveways.

The TIA also documents, in Section 6.5.1, a left turn lane warrant analysis for each site driveway. None of the site driveways meet the City of Olympia's left turn lane warrant for the projects opening year. This warrant analysis was also conducted for twenty years after opening, with none of the site driveways meeting the left turn lane warrant.

Per the traffic impact analysis (TIA) that was prepared for this project, it was determined that installation of a center turn lane would not provide meaningful benefit at the project driveways.

We are instead proposing the construction of three traffic calming raised intersections along the project frontage. Raised intersections slow roadway traffic by raising the entire wheelbase of a vehicle. The slowing of traffic improves overall safety and allows for easier turning for those few left turns that are expected during the PM peak hour for this project. As documented in Section 6.5.2 of the TIA, raised intersections also improve safety benefits to non-motorized users by slowing the vehicle speeds on the roadway and providing elevated crossing opportunities, which increases visibility. These raised intersections would be located at the site access points. Raised intersections are not a current City of Olympia standard. A preliminary design of the raised intersections is attached. If the deviation is granted, we can work with the city to refine the design parameters.

4. PROPOSED IMPROVEMENTS

Half street frontage improvements meeting the dimensions of Standard Plan 4-2G5, except for the turn lane, are proposed on West Bay Drive NW. The half street frontage improvements consist of a 5-foot wide bike lane, 8-foot wide planter strip, 6-foot wide sidewalk, and a pedestrian crossing at Woodard Avenue. The existing and proposed non-motorized facilities are shown in the TIA as Figure 8, existing facilities, and Figure 9, proposed facilities. The proposed pedestrian crossing allows for a northbound left-turn pocket at Woodard Avenue. One other minor change to the standard plan is also proposed. The standard plan shows a below street grade sidewalk trail. We are proposing an at grade sidewalk. The reason for this change is that below grade parking is proposed as part of this project so the first floor of buildings will be at approximately street grade.

As described above, we have also proposed three raised intersections at the project access points as traffic calming devices. We have included our preliminary layout for review.

5. NEIGHBOR CONCERNS

During the project neighborhood meeting, the safety of using West Bay Drive NW was a primary concern. The proposed improvements of this project will provide many added safety benefits including:

- A sidewalk will be constructed on the east side of the roadway providing improved pedestrian access.
- A pedestrian crossing with refuge area is being provided at Woodard Avenue.
- The proposed raised intersections will slow traffic speeds and increase non-motorized safety.



6. DEVIATION REQUEST REVIEW CRITERIA

6.1 The deviation will achieve the intended result with a comparable or superior design and quality of improvement

The intent of a center lane is to move vehicles turning left out of the travel lane which reduces congestion and improves safety. This improvement provides benefit specifically in cases where left turn volumes are relatively high. Per Figure 7 of the TIA prepared for the project, there are minimal left turns into the site accesses, going from north to south, there are 5, 10 and 5 left turns. Given these small volumes, the operational benefit of the center lane is minimal, as documented in Section 6.2 and Section 6.5.1 of the TIA. Given the specific characteristics of this portion of West Bay Drive, a better contextual improvement for the roadway is something that will address the documented existing speeding problem. The proposed raised intersections will reduce travel speeds along the project frontage and provide multiple safe crossings for pedestrians and bicyclists. The safety benefits associated with the raised intersections provide a superior benefit to this portion of West Bay Drive than the center lane.

6.2 The deviation will not adversely affect safety or operations

The proposal will not adversely affect safety or operations. The raised intersections will reduce traffic speeds on West Bay Drive NW which will improve safety.

6.3 The deviation will not adversely affect maintenance and its associated cost

The proposal will not have any impacts on maintenance and its associated cost.

6.4 The deviation will not adversely affect the aesthetic appearance

The proposal will improve the aesthetic appearance of the roadway corridor. The raised stamped concrete intersection will add color and texture to the roadway corridor.

6.5 The deviation will not impact future expansion, development, or redevelopment

The regional distribution of traffic described above in Section 3 would be expected for any additional development or potential redevelopment at the site. With the majority of traffic travelling to/from the south, the need for left-turn lanes on West Bay Drive will continue to not meet warrants or provide meaningful operational benefit. Given the regional traffic distribution, the center lane could potentially provide value for properties on the west side of West Bay Drive, but in the immediate project area the steep grades preclude any meaningful development from occurring. This deviation request is limited to the project frontage and does not preclude portions of a center lane from being constructed in other locations along West Bay Drive, where circumstances may better support it.

The proposal will not negatively impact any future expansion, development, or redevelopment.

