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November 2, 2023 – REVISED 12/20/23

Mr Scott McCormick
Community Planning and Economic Development
3000 Pacific Ave SE Ste 100
Olympia, WA 98501

Dear Mr. McCormick:

SUBJECT: City of Olympia comments – 2nd round
PROJECT NAME: Yelm Highway Community Park and future school
PROJECT NO: 23-1334
ADDRESS/LOCATION: 3323 YELM HWY SE
PARCEL NUMBER(S): 9330005000
FILE NUMBER: County Land Use Case #2023100892

The plans date stamped 10/13/2023 were used for the review of this project. Additional comments can be anticipated with further engineering design.

Design review, approval, permitting, and subsequent improvements installed shall be in conformance with the current Engineering Design and Development Standards (EDDS) of the City of Olympia. Following Land Use Approval and prior to construction, the applicant shall submit detailed engineered design drawings to the Community Planning and Development Department for detailed technical review, approval, and permitting EDDS (2.030).

The City of Olympia Engineering Division's review of the Master Plan Application is complete and have the following comments.

Please include the following as conditions of approval.

General:

- A. Grant to the City a Special Power of Attorney Agreement to Annex, for non-protest of future annexation of the subject property into the City of Olympia
- B. The City will review for approval and permitting the Water, Sanitary Sewer, and Street Lighting Systems for this project.
- C. Landuse and corresponding Engineering Permit applications shall be subject to the standards in place at the time of each application.

Water Mains (2.050.B):

The City of Olympia water system has capacity for this proposed development project. Water is currently available to the site from Hampton Street, Wiggins Road and Yelm Highway along the frontage of the property. In compliance with the Water Comprehensive Plan and the current Engineering Design and Development Standards to supply water to this project will require the following improvements:

- A. Following Approval, show on engineering plans for review and permitting; fire hydrant(s) at the appropriate spacing for adequate fire suppression needs, complete with valve configurations, size and

type of pipe for all water main sections, services and meter(s), and plan profiles.

- B. Show Water Main extensions in compliance with the Engineering Design and Development Standards in effect at the time of City of Olympia Engineering permit application including the required looping of the mains interior to the site and connection at Kinsale Ln to the east.

Sewer (2.050.A):

The City of Olympia's sanitary sewer system has capacity for this proposed project. In compliance with the Sewer Comprehensive Plan and the current Engineering Design and Development Standards to supply sewer to this project will require the following improvements:

- A. Following Approval, show on engineering plans for review and permitting all associated sewer infrastructure.
- B. This portion of Yelm Highway is currently served with STEP main. Use of the STEP main is only allowed for parcels adjacent to an existing STEP main. Parcels adjacent to a STEP main may also use the STEP main for division of land if it is a short plat (9 lots or less) – See Olympia Municipal Code 13.08.090 B which states:
 - B. New septic tank effluent pump (S.T.E.P.) systems are permitted provided a gravity sewer is not available to the premises as defined in OMC 13.08.020, and:
 - 1. The premises being served is a lot of record existing prior to February 15, 2005, abutting on any street, alley, right-of-way, or easement in which there is now located a S.T.E.P. force main;
 - 2. The premises is located within a subdivision vested as of July 2005, in accordance with OMC 18.72.060, Determination of Complete Application;
 - 3. The premises was created through a short plat after April 30, 2018, from a property abutting on any street, alley, right-of-way, or easement in which there is now located a S.T.E.P. force main. Only one short plat per property in existence on April 30, 2018, is eligible for S.T.E.P. sewer connection. No further short plat is allowed until gravity sewer is available to the premises; or
 - 4. The premises is abutting on any street, alley, right-of-way, or easement in which a S.T.E.P. force main was extended as part of the Septic to Sewer program as per OMC 13.08.215.
- C. The latest Wastewater Plan has a future lift station in the area tentatively called "East Yelm Highway".
- D. If STEP sewer system is deemed appropriate at time of development, in lieu of the sewer lift station, the STEP sewer system shall be considered an interim facility and must be designed and constructed to facilitate conversion when gravity sewer becomes available.

Streets and Alleys (2.040.B. 3):

- A. The subject property is within the City of Olympia's Urban Growth Area therefore any frontage improvements and internal streets are to be constructed to standards set forth in the current City of Olympia Engineering Design and Development Standards.

B. Phase 1 – 20 acre Community Park

At the time of this review it is anticipated that this phase will generate 42 p.m. peak hour trips. Projects generating less than 50 vehicles in the peak hour on the adjacent streets and intersections will typically not be required to conduct a TIA or be subject to mitigation fees.

At the intersection of Wiggins Road and Yelm Highway the proposed intersection lane reconfiguration is acceptable. North-South exclusive left-turn lane with a shared thru-right-turn lane. The lane reconfiguration can be done with the required frontage improvements on Wiggins Road and through the site.

A continuous public street connecting through the park from Wiggins Road to west park limits (phase 1) and then Hampton Street (phase 2 with and without the secondary school). Avoid multiple street and driveway crossings. The project shall provide the following:

- a. multimodal, shared use pathway (10 ft) needs to extend to/from Yelm Highway
- a. some separation / planting strip (10 ft)
- b. streetlights
- c. two lanes of traffic (11-foot lanes, 2-foot shoulder)
- d. dedicated ROW
- e. Provide at least two forms of traffic calming (circular drive and speed cushions count)

This is shown schematically without the detail above and is acceptable for master plan development but shall need more detail with future planning of Phase 2.

A vehicle connection to Hamptons Street is not required for Phase 1. A pedestrian/bicycle connection shall be constructed to connect Hamptons street (for use of the surrounding neighborhoods) to the phase 1 park. Full buildout of the east-west public street shall be built to the limits of each phase.

C. Phase 2 – Full 60 acre Community Park Buildout & Secondary School

Conceptually the traffic impact analysis (TIA) and proposed mitigation measures are acceptable for master plan development. Although prior to the submittal of the second phase for Land Use and Civil Engineering permits an updated TIA will be required to validate the assumptions of this master plan. Several items that will need to be validated.

- School access at Landview Drive. Right-In Right-out access control. An enhanced pedestrian crossing with a median refuge island shall be required.
- The roundabout at Hampton Street is a good approach and is needed for traffic circulation for the proposed right-in right-out at Landview Drive to function. See discussion in the TIA (section 4.2 Distribution & Assignment)
- Yelm Highway arterial frontage improvements shall be required at the time of Phase 2 submittal. These improvements will shall be designed to the Engineering Design Development

Standard (EDDS) that are in place at that time. This will likely include an 8-foot separated bike lane, 8-foot planter and 8-foot sidewalk.

- Hamptons Street shall be improved to a half neighborhood collector street with the sidewalk improved to a 10-foot multi-modal shared use pathway.
- The parking lot access west of the roundabout is shown in a congested area with vehicles, people walking and biking on the shared use pathway and the trail crossing on 57th Avenue. This parking lot access needs shall be moved to the west side of that parking lot or minimized to one access point.
- Add and show potential connections into Indian Summer neighborhood and possibly to the neighborhood to the southwest if the wetland does not preclude it (trail - bike / ped connection) - for future phases.
- Updated Olympia Transportation Mitigation Costs shall be assessed for SEPA. It is likely that the Wiggins Road/37th Avenue and Fones Road projects will be completed by then. Although, there may be new projects to assess mitigation to.
- Phase 2 without the secondary school a full vehicle access shall be required to Hampton Street for neighborhood access to the west and EDDS street connectivity requirements. This is not shown to be part of the master plan and shall be included/addressed.

Transportation Mitigation Fees:

Through the State Environmental Policy Act, (SEPA), this project is subject to City of Olympia transportation mitigation costs of development, as a condition of approval of each landuse application.

Parks Mitigation Fees:

- A. This project is not subject to City of Olympia parks mitigation costs.

If you have any questions about the contents of this letter, please contact me by phone at (360)753-8257 or by email at tking@ci.olympia.wa.us.

Sincerely,



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Tiffani King
Senior Engineering Plans Examiner

