



Engineering & Planning

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Lacey

January 20, 2015

Seattle

Everett

Fran Eide, P.E.  
City Engineer  
Public Works Engineering, City of Olympia  
PO Box 1967  
Olympia, WA 98507-1967

**RE: Village at Mill Pond – Lilly Road Power and Sidewalk Deviation Request**

Dear Ms. Eide:

We are requesting a deviation from Section 4B.030, Table 2: Street design standards of the Engineering Design and Development Standards (EDDS) for the Village at Mill Pond. Specifically we are requesting a deviation to vary the width of the planter strip and location of the sidewalk along the Lilly Road section where it parallels the tree tract. Also, we request a deviation to relocate the existing power poles to the landscape strip.

**Goal**

The goal is to build frontage improvements that will retain the most trees in the designated tree tract and keep power lines above ground while removing secondary power service and communications and placing those utilities underground.

**Background**

The initial plan through the preliminary plat process was to meander the sidewalk along the tract to avoid the root systems of the significant trees to preserve as many as possible. We met with the Forester to go over which trees can be saved and where the sidewalk should be placed.

Also, PSE met with us in the field and the Engineer stated they preferred the power lines to remain above ground due to serving the Hospital as one of the three feeder lines. This aids the repair crew in quickly assessing and repairing the damage to get the Hospital back on line after a storm or other event resulted in damaged power lines. Our request for a formal letter from PSE stating their position was denied.

**Proposal**

Our intention is to relocate the existing poles to the proposed landscape strip. For Phase 1, conduits, jboxes ,etc will be installed from the south project boundary along Lilly Road to just past 23<sup>rd</sup> Ave at the north end of Phase 1. All the utility lines including secondary power will be ultimately relocated to underground, only the high voltage primary power will remain on the newly relocated poles.

For Phase 2, the entire length of Lilly Road frontage will be completed, at which time the remaining power poles supporting the high voltage primary power lines will be relocated to the planter strip.

To achieve the relocation of the power lines, the poles will be placed 3' from the proposed face of curb with one of the three following sidewalk sections in order of preference:

a. 8' planter, 6' walk standard placement.

The Following b. and c. sidewalk and planter strip options deviate from the City Standards:

b. 6' planter, 6' walk

c. 10' walk, with trees and grates, 6' clear walking path, no planter

The above particular option(s) would be approved for each application in the field, by City Staff, when the particular impacts are identified for each portion of the frontage, phase 1, phase 2.

The relocated power poles will be taller than the existing power poles and the mast arms raised to allow for the standard 30' tall (high mast ornamental street lights) to be installed, to meet the required 10' horizontal separation from the newly relocated power lines on top of the street lights.

Existing aerial service crossings will also be undergrounded.

Final number of street trees and species will be determined in consultation with the City's Urban Forester.

Attached, please find the map showing the poles as they exist and where they will be relocated to. Phase 1 and Phase 2 is also shown for Lilly Road frontage improvements.

### **Benefits**

The main benefit of the sidewalk deviation is the preserving of the existing tree stand as much as possible in the dedicated tree tract. Saving as many mature trees as possible along Lilly Road benefits the health of the remaining trees in the tract.

For consideration of allowing the power poles to be relocated, it is proposed to overlay the west lane of Lilly Road as part of the phased improvements. This will include verifying the existing paving section meets the design for the approved Lilly Road frontage improvements. This will provide a new roadway surface to replace the worn one and defer maintenance costs for the City.

Leaving only the main power feeder lines on the very top of the poles and raising the arms also greatly increases the visual appeal of the power poles by blending in with the trees behind them and having a much cleaner look by removing the lower communication and service lines.

## **Deviation Request Review Criteria**

### **A. The Deviation will achieve the intended result with a comparable design**

The relocated power poles will achieve the same service results for the area (and future connections) while making it easier for construction.

Ultimately, the undergrounding of overhead utilities will be complete, with the exception of the high-voltage lines, which, per Puget Sound Energy, must remain overhead. This is consistent with the EDDS.

In order to accommodate the requirement to retain trees along the frontage, install sidewalk and planter strip and maintain the minimum clearance from power lines, the width and alignment must vary. The application, attached, articulates the thresholds and requirements for planter and sidewalk width. These standards must be followed.

Pedestrian needs will be addressed with the relocated sidewalk, consistent with the EDDS.

### **B. The deviation will not adversely affect safety or operations**

The new location of the power poles will not affect operations or safety. Connections will still be made to the line as intended for current and future use.

The placement of the power poles will be approximately 3 feet from face of curb to face of pole. In no case will the distance between face of curb and face of pole be less than 18".

The proposed alignment will not affect power pole operations or safety. All standards related to separation from power lines shall be strictly adhered to.

The property owner is responsible for the ongoing operation and maintenance of the sidewalk and planter strip. The request states that there is no adverse effect.

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

The proposal does not affect the maintenance and associated cost for the power poles.

The proposal does not affect the maintenance and its associated cost of sidewalk and planter strip.

### **D. The deviation will improve the aesthetic appearance of this frontage**

The power poles will be taller than standard poles, but it is not expected to affect the aesthetic appearance, given the adjacency of mature evergreen trees.

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

The entire Village at Mill Pond Lilly Road frontage has been evaluated and determined that future expansion will not be hindered.

We believe this proposal meets all the review criteria for a deviation request per section 1.050 of the EDDS and meets the intent of the City of Olympia Street Standards. We respectfully request our deviation request be approved.

Sincerely,  
**Patrick Harron & Associates, LLC**

A handwritten signature in black ink, appearing to read "Cramer", with a long horizontal flourish extending to the right.

Chris Cramer, PE

# SUF

## SOUND URBAN FORESTRY, LLC

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Appraisals ~ Site Planning ~ Urban Landscape Design and Management  
Environmental Education ~ Environmental Restoration

1/6/2015

Patrick Harron & Associates, LLC  
Chris Cramer, PE  
8270 28th Court NE, Suite 201  
Lacey, WA 98516

**RE: Mill Pond Sidewalk/Tree Impact Evaluation**

Mr. Cramer:

Upon your request, I have compiled the following information to summarize my findings from the recent site visit at the proposed Village at Mill Pond development. The purpose of my evaluation was to determine the potential impacts on adjacent buffer trees from the proposed sidewalk along Lilley Road as required by the City of Olympia and shown on the supplied site plan.

## Village at Mill Pond Sidewalk Impacts

### Findings

I have determined that the following trees will be impacted from the proposed sidewalk installation. The ID numbers were taken from the site map.

<b>Tree #</b>	<b>Species</b>	<b>Trunk Diameter (inches)</b>	<b>Comments</b>
409	Douglas Fir	36	The grading for the sidewalk may not impact this tree enough to require removal; the determination should be made on-site during the work and based on the amount of impacts to the critical roots
422	Douglas Fir	12	Direct conflict with the location of the sidewalk and grade cut and will need to be removed; removal of the stump should be done by excavator or stump grinder to limit the impact on adjacent trees
423	Douglas Fir	19	Direct conflict with the location of the sidewalk and grade cut and will need to be removed; removal of the stump should be done by excavator or stump grinder to limit the impact on adjacent trees
463	Douglas Fir	32	Direct conflict with the location of the sidewalk and grade cut and will need to be removed; removal of the stump should be done by excavator or stump grinder to limit the impact on adjacent trees
467	Douglas Fir	17	Direct conflict with the location of the sidewalk and will need to be removed; removal of the stump should be done by excavator or stump grinder to limit the impact on adjacent trees
475	Douglas Fir	15	Direct conflict with the location of the sidewalk and will need to be removed; stump can be pulled out without any impact to adjacent trees
486	Douglas Fir	22	Direct conflict with the location of the sidewalk and will need to be removed; removal of the stump should be done by excavator or stump grinder to limit the impact on adjacent trees

## Village at Mill Pond Sidewalk Impacts

Tree #	Species	Trunk Diameter (inches)	Comments
502	Douglas Fir	18	Direct conflict with the location of the sidewalk and will need to be removed; removal of the stump should be done by excavator or stump grinder to limit the impact on adjacent trees

### Comments

Along the developed parcel at the south end of the project, there are 5 Douglas fir proposed for removal. The trees are not shown on the current site plan. I have examined the adjacent trees within the parcel and they will remain wind firm if these 5 trees are removed.

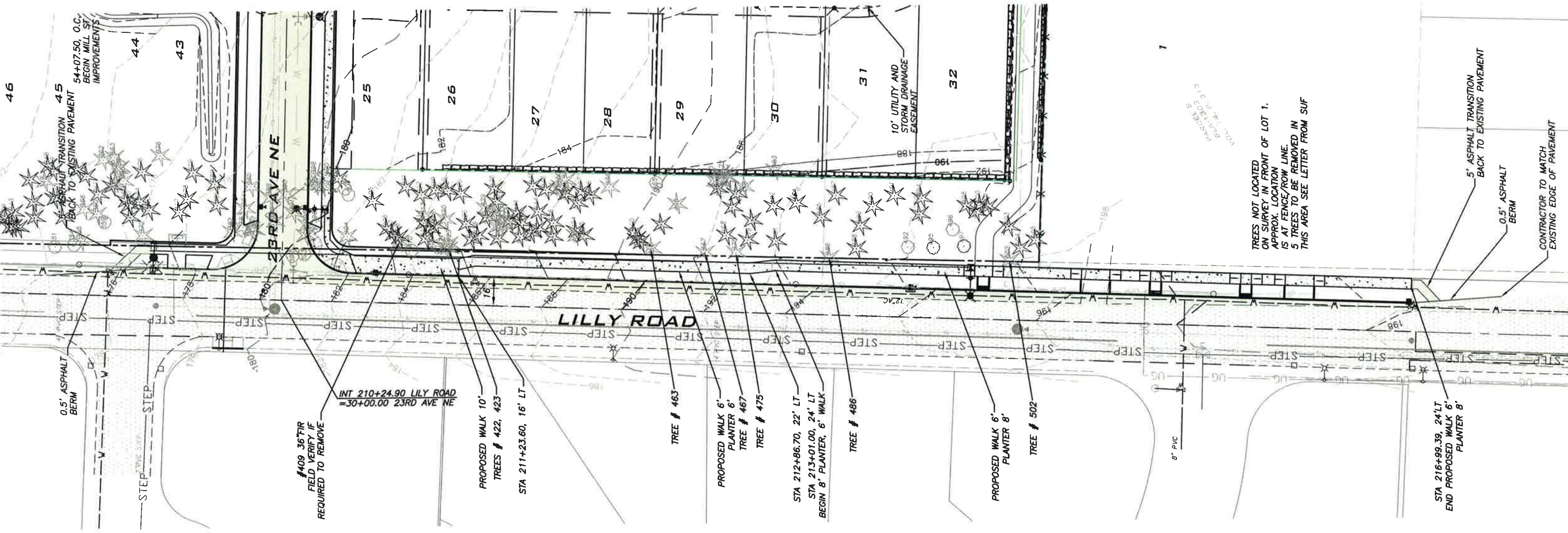
Please contact me if you should have any questions.

Sincerely,



Kevin M. McFarland, SUF  
Consulting Urban Forester  
ISA Certified Arborist PN-0373 & Chapter Certified Tree Risk Assessor #862

Sound Urban Forestry, LLC  
PMB 97, 1910 E. 4<sup>th</sup> Ave.  
Olympia, WA 98506  
360-870-2511



46

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44

43

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31

32

23RD AVE NE

LILLY ROAD

0.5' ASPHALT BERM

STEP

STEP

STEP

STEP

STEP

STEP

STEP

STEP

STEP

STEP

STEP

STEP

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STEP

STEP

#409 36" FIR  
FIELD VERIFY IF  
REQUIRED TO REMOVE

INT 210+24.90 LILLY ROAD  
=30+00.00 23RD AVE NE

PROPOSED WALK 10'  
TREES # 422, 423

STA 211+23.60, 16' LT

TREE # 463

PROPOSED WALK 6'  
PLANTER 6'

TREE # 467

TREE # 475

STA 212+86.70, 22' LT  
STA 213+01.00, 24' LT  
BEGIN 8' PLANTER, 6' WALK

TREE # 486

PROPOSED WALK 6'  
PLANTER 8'

TREE # 502

8' PVC

STA 216+99.39, 24' LT  
END PROPOSED WALK 6'  
PLANTER 8'

TREES NOT LOCATED  
ON SURVEY IN FRONT OF LOT 1.  
APPROX. LOCATION  
IS AT FENCE/ROW LINE.  
5 TREES TO BE REMOVED IN  
THIS AREA SEE LETTER FROM SUF

5' ASPHALT TRANSITION  
BACK TO EXISTING PAVEMENT

0.5' ASPHALT  
BERM

CONTRACTOR TO MATCH  
EXISTING EDGE OF PAVEMENT

PARCEL 5  
VOL. 12, P. 171  
B.L. 14-1-17