

Memorandum

To: Keith Stahley, City of Olympia Date: March 18, 2013
Project #: 12254.10
From: Mithun Project: City of Olympia Visualization and
Planning Support – West Bay
Re: **Final Memo: Purpose, Intent, and Methodology, West Bay Visualization**

Downtown Olympia Visualization 3D Model – West Bay Visualization Scope and Goals

The West Bay Visualization scope of work was requested to support the Shoreline Master Program discourse. The stated interest of Council members was to develop visualization to a level of detail beyond the representation in the Downtown Olympia 3D model completed in January 2013. The goal of this project is to create graphics and visualizations to indicate the type of development that might be possible in the defined study area based on SMP regulations, and to provide information to assist with comparison of the City Council proposed and Planning Commission proposed SMP regulations. The visualizations are not intended to suggest urban design or development proposals for specific parcels or for the area.

The scope includes development of scenario visualization in areas of interest to include possible building forms rather than possible capacity envelopes and to add likely vegetation and trails that would likely be within the shoreline vegetated buffer. Possible building forms are represented from the shoreline view only, and visualization does not constitute modeling of a complete building on each shoreline parcel. The possible shoreline development and buffers in areas of interest were developed under two regulatory contexts: existing land use/ zoning regulations with 1. City Council proposed and 2. Planning Commission proposed SMP regulations.

Additional analysis was completed to inform the building size, use, and shape that might be possible to create more detailed visualizations than the 3D Model scope previously completed. The graphics were prepared specifically for public presentation. All analysis and regulation interpretation was reviewed and verified by City staff before publication, including: shoreline treatment representation, possible building form based on land use and SMP regulations, possible building height, bulk, setbacks, and use.

The work was completed in three phases:

- Phase 1: Scenario definition, data collection and verification
- Phase 2: Model scenarios and verify representation with City staff
- Phase 3: Brief council members and final refinements prior to publication

Because this scope is not a design exercise, Mithun worked closely with City staff to develop an agreed definition of the above scenarios. To do so, additional information was provided by the City, which was not part of the original data received from the City for the development of the Downtown Olympia 3D Model. The additional information is described below in **Data Sources and Inputs**, below.

Project Deliverables

- Key map of study area identifying areas of interest included in this scope of work.

- Visualizations developed from the City of Olympia Downtown 3D Model, depicting City Council Proposed and Planning Commission proposed SMP regulations, along with existing land use/ zoning code, including a series of still image comparisons.
- Videos, depicting the shoreline for City Council Proposed and Planning Commission proposed SMP regulations, along with existing land use/ zoning code.
- Presentation material/ technical memo describing the intent, scope of work, and methodology.

Intended Use of Deliverables

The graphics and visualizations were created for presentation use in a Public Hearing to indicate the type of development that might be possible in the study area based on SMP regulations. The intent is to provide information to assist with comparison of the City Council and Planning Commission proposed SMP regulations in the setting of a Public Hearing. The graphics and visualizations are not intended to suggest urban design or development proposals for specific parcels or for the area.

Data Sources and Inputs

- 1) City GIS and LiDAR data, including but not limited to shoreline, Shoreline Master Program setbacks, and other relevant and available data. The City provided the GIS layer 14.56 that defines the Ordinary High Water Mark. This GIS layer was used to update the shoreline location/ OHWM location in the West Bay Visualization study area from previously provided shoreline GIS data used in the Downtown Olympia 3D model. It was also used to determine the location of proposed setback and vegetated buffers.
- 2) Downtown Land Use Code provisions, including applicable regulations from the Olympia Municipal Code, Comprehensive Plan, and Shoreline Master Program were provided by the City in summary form for the project team. See attached "West Bay Design Standards Excerpted by City of Olympia CDP", "SMP Heights, Setbacks, and Buffers", and Table 1.0 Regulations Summary, below. The code and regulation interpretation, as reviewed and directed by the City, is described in Table 2.0, West Bay Visualization Parameters.
- 3) Sections depicting possible vegetation, trails, and development within the shoreline setback in each of the Shoreline Master Program scenarios were provided by the City, see attachments: SMP ESA Section Bulkhead and SMP ESA Section No Bulkhead. The City also provided direction and information regarding the desired edge treatment and shoreline depiction in Shoreline Master Program scenarios, described in Table 2.0, West Bay Visualization Parameters.
- 4) The City provided definition of likely land use for each parcel in the shoreline area of focus, to inform plausible building form within the allowable development envelope in Shoreline Master Program scenarios. This is described in Table 2.0, West Bay Visualization Parameters.

Analysis and Interpretation Methods

Parameters: Existing zoning and development code, and proposed City Council SMP regulations and Planning Commission SMP regulations. Possible use, height, setbacks, view corridors, vegetation buffer,

and parking ratios were considered. The visualizations maximize development for the assumed possible use within these parameters. A range of shoreline treatments and amenities are indicated.

The City staff verified and approved code interpretation and modeled data that the Consultant prepared, based on data sources from the City. The purpose of review and approval was to confirm accuracy for the visualization's intended use, and to confirm analysis of data and regulations. Items verified by the City include:

- 1) Shoreline location and edge treatment in all scenarios.
- 2) Possible build-out scenarios, building form, height, bulk, and setbacks based on existing regulations and proposed Shoreline Master Program regulations and defined scenarios.

See Table 1.0, Regulations Summary, and attached "West Bay Design Standards Excerpted by City of Olympia CDP" and "SMP Heights, Setbacks, and Buffers" for specific development code parameters considered in scenarios/ visualizations. Note that in addition to the SMP Heights, Setbacks, and Buffers Parameters, at the direction of City staff, parameters for the Planning Commission proposed SMP scenario also included the proposed residential density limit of one (1) dwelling unit per acre.

Caveats & Limitations

- The level of accuracy of this model is only intended for urban design analysis purposes. It is not intended to be used for construction-level documentation, environmental impact assessment, or for legal reference. Due to software limitations, outputs, including volumetric capacity, have an expected level of accuracy of 5-10%.
- Visualizations show what type of development might be possible, in terms of possible building height, bulk, setbacks, and relationship to the shoreline.
- Detailed building design or exhaustive code analysis was not completed for the parcels included in this study area.
- Visualizations do not represent any specific intent of property owners or indicate specific development proposals.
- Market studies were not conducted to verify market viability of each possible building shown.
- Visualization scenarios include analysis of required parking based on likely use assigned; parking is shown in a combination of surface parking and tuck-under parking at the first level of buildings. Parking shown is intended to indicate an order of magnitude of required parking and development/ use relationship, rather than precise design solution or market-tested feasibility.
- For capacity envelope scenarios in the original Downtown Olympia 3D model scope of work, lot coverage restrictions are applied based on parcel square footage at the point where it begins to become more restrictive than the regulated setbacks.
- Existing building height information in the original Downtown Olympia 3D model was based off of GIS and LIDAR data retrieved from the City and was not always accurate.
- Lane markings, street graphics, roof forms, and contextual building heights of existing buildings do not represent true to life information.

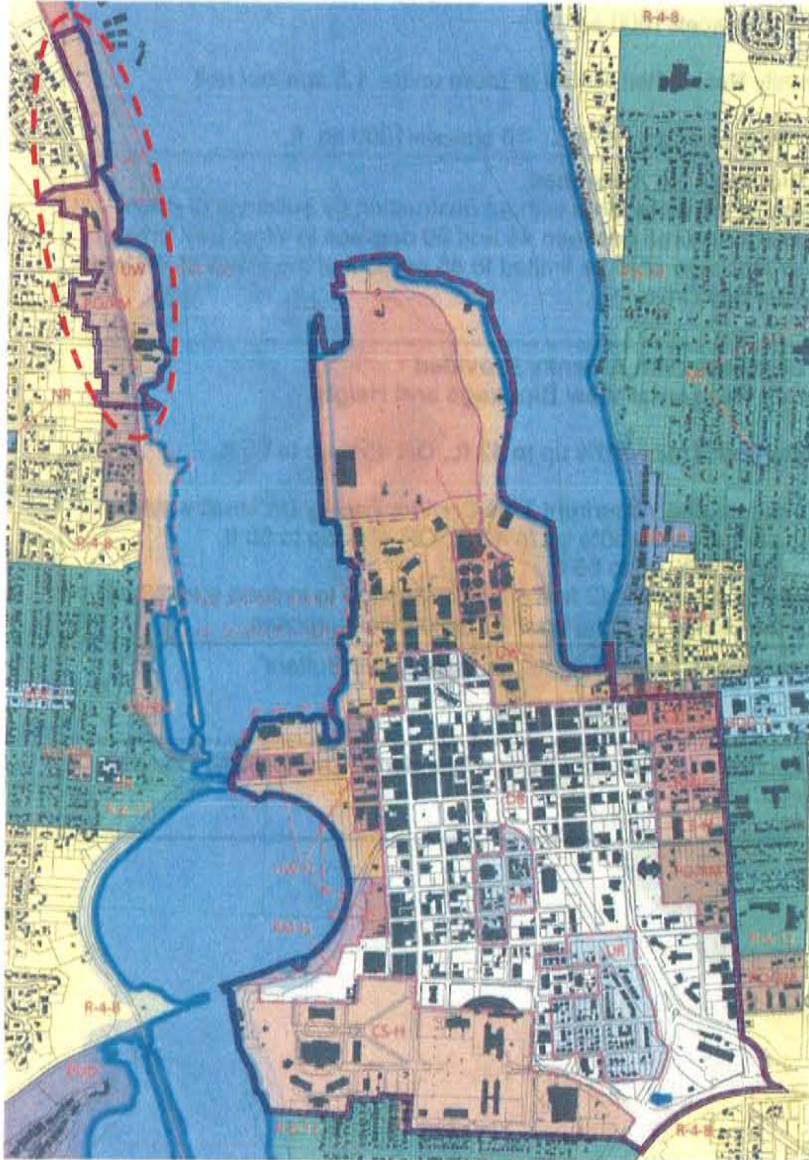
TABLE 1.0 REGULATIONS SUMMARY

STANDARD	UW
MINIMUM LOT AREA	No minimum.
FRONT YARD SETBACK	No minimum; however, see Chapter 18.100 for design guidelines for pedestrian access and view corridors.
REAR YARD SETBACK	No minimum; however, see Chapter 18.100 for design guidelines for pedestrian access and view corridors.
SIDE YARD SETBACK	No minimum; however, see Chapter 18.100 for design guidelines for pedestrian access and view corridors.
MAXIMUM BUILDING HEIGHT	See Figure 6-2, Urban Waterfront District Height Limits Exceptions: 1) In the portion of the area Downtown with a height limit of 65', two additional residential stories may be built. See 18.06.100(A)(2)(b). 2) In the portion of the area on West Bay Drive with a height limit of 42' to 65', the taller height limit is conditioned upon the provision of certain waterfront amenities. See 18.06.100(A)(2)(c).
MAXIMUM BUILDING COVERAGE	60% for properties between the shoreline and the nearest upland street. 100% for properties not between the shoreline and the nearest upland street. See also Chapter 18.100 for design guidelines for pedestrian access and view corridors.
MAXIMUM DEVELOPMENT COVERAGE	100% development coverage.
ADDITIONAL DISTRICT-WIDE DEVELOPMENT STANDARDS	Street ends abutting the water shall be preserved to provide views of and public access to the water, pursuant to Section 12.16.050(D) OMC. See also Chapter 18.100 for Downtown design guidelines for Pedestrian Access and View Corridors and Waterfront Public Access; Chapter 18.100 for Port Peninsula design guidelines for Pedestrian Connections and View Corridors; Section 18.06.100(A)(2)(c) for West Bay Drive building height and view blockage limits; and Chapter 18.100 for West Bay Drive view corridors. See also Chapter 18.100 for Downtown design guidelines for Pedestrian Access and View Corridors and Waterfront Public Access; Chapter 18.100 for Port Peninsula design guidelines for Pedestrian Connections and View Corridors; Section 18.06.100(A)(2)(c) for West Bay Drive building height and view blockage limits; and Chapter 18.100 for West Bay Drive view corridors.
PARKING REQUIREMENTS	Per OMC 18.38 Medical/Dental office: 4 spaces/1,000 sq. ft. General office: 0 – 2000 sq. ft.: 1 space/250 sq. ft. 2001 – 7500 sq. ft.: 1 space/300 sq. ft. 7501 – 40,000 sq. ft.: 1 space/ 350 sq. ft.

	<p>Over 40,001 sq. ft.: 1 space/400 sq. ft.</p> <p>Retail: 3.5 spaces/1000 sq. ft.</p> <p>Multifamily Residential: Three or more units: 1.5 spaces/ unit</p> <p>Cafes, bars, restaurants, etc.: 10 spaces/1000 sq. ft.</p>
VIEW BLOCKAGE	<p>View Blockage No Amenities</p> <p>(a) Views of the water area without obstruction by buildings or major structures measured between 45 and 90 degrees to West Bay Drive.</p> <p>(b) View blockage shall be limited to 45 percent of the views of the water from West Bay Drive.</p>
VIEW BLOCKAGE	<p>View Blockage With Amenity Provided Limits on Horizontal View Blockage and Height</p> <ol style="list-style-type: none"> 1. Waterfront Trail -- 70% up to 42 ft., OR 45% up to 65 ft. 2. Expanded Waterfront Trail Corridor Facility (or small waterfront park area). -- 50% up to 42 ft., OR 45% up to 50 ft. 3. Both 70% up to 65 ft. <p>Any development over 42 feet shall be required to include a minimum of 20% of the usable building area for residential purposes.</p>
SHORELINE MASTER PROGRAM	<p>See attachment, "SMP Heights, Setbacks, and Buffers".</p>
DESIGN STANDARDS	<p>See attachment, "West Bay Design Standards Excerpted by City of Olympia CDP".</p>

FINAL

FIGURE 1.0, STUDY AREA MAP: SHORELINE AREAS OF INTEREST



SMP HEIGHTS AND SETBACKS (Based on Council direction 10/16/12 and 10/23/12)

Budd Inlet

SHORELINE REACH	City Council Designation	City Council Setback	Vegetation Buffer*****	City Council Height	Planning Commission Setback	Planning Commission Veg. Buffer	Planning Commission Height	Existing SMP Setback	Existing SMP Veg. Buffer	Existing SMP Height	Zoning Height
BUDD - 3A	UI -- Urban Intensity	30'	30'	Zoning - UW 65, UW 42-65	50'-70'	20'	20'-35'	Zoning - UW 65, UW 42-65	20'	Zoning - UW 65, UW 42-65	65' and 42 - 65'
BUDD - 3B	WR - Waterfront Recreation	150'	150'	Zoning - UW	50'-100'	50'	20'-35'	Zoning - UW	20'	Zoning - UW	42' - 65' maximum building height shall not exceed five (5) feet above the average grade of the centerline of the adjacent portion of West Bay Drive from Madison south to 4th Ave.
BUDD - 3C*	Combined with 3B				50'-100'	50'	20'-35'		20'		

** Parallel Designation

*** Parallel Designation

**** 50 foot setback with a maximum building height of 25 feet. Setbacks of less than 50 feet allowed subject to enhanced mitigation. Minimum setback 30 feet with enhanced mitigation. Maximum height of 40 feet allowed with a 75 foot setback.

WEST BAY DESIGN STANDARDS EXCERPTED BY CITY OF OLYMPIA CPD

Chapter 18.155 WEST BAY DRIVE DISTRICT

18.155.000 Chapter Contents

Sections:

- [18.155.030](#) Lighting.
- [18.155.040](#) View corridors.
- [18.155.050](#) District architectural concept.
- [18.155.060](#) Creation of human scale.
- [18.155.070](#) Windows.

(Ord. 6306 §9b, 2004).

18.155.030 Lighting

A. REQUIREMENTS:

1. Locate lighting so that it does not shine off site into adjacent buildings or onto the water.
2. Maintain dark skies to the extent possible and avoid glare over the water by shielding lighting.

(Ord. 6306 §9b, 2004).

18.155.040 View Corridors

A. REQUIREMENT: Site buildings to avoid blocking views of the water from the view corridors formed by east-west public rights-of-way that connect with West Bay Drive.

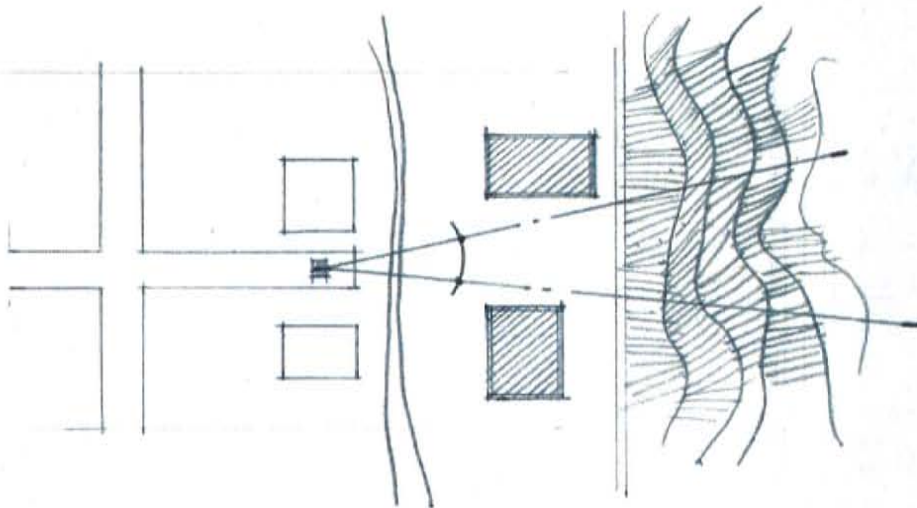


FIGURE 18.155.040

(Ord. 6306 §9b, 2004).

18.155.050 District Architectural Concept

A. REQUIREMENT: Use design elements for West Bay Drive that invoke its waterfront heritage.

B. GUIDELINES:

1. Reflect traditional Pacific Northwest waterfront post-and-beam and wood frame architecture by using simple forms characterized by wood detailing, and incorporating additions, sheds, canopies, dormers and awnings.
2. Choose among or blend a variety of traditional materials and details used in waterfront industrial sites in the Pacific Northwest, including painted or stained wood siding (e.g., shingles, shiplap, board-and-batten, or clapboard), corrugated metal siding, wood windows, and wood trim.
3. Use traditional sloping roof forms of at least a 3:12 pitch wherever possible in lieu of flat roofs. Roof areas should be modulated by dormers, cross-gables or cupolas to break up continuous roof lines. These features should be of a similar style, material, and color as the main roof and should be visible from the street level of West Bay Drive. Use wood shakes, wood or composition shingles, standing-seam metal roofing, or similar materials.
4. Use subdued natural tones within an historic color palette for the base colors for buildings in this area. Trim and fenestration colors may be vibrant.

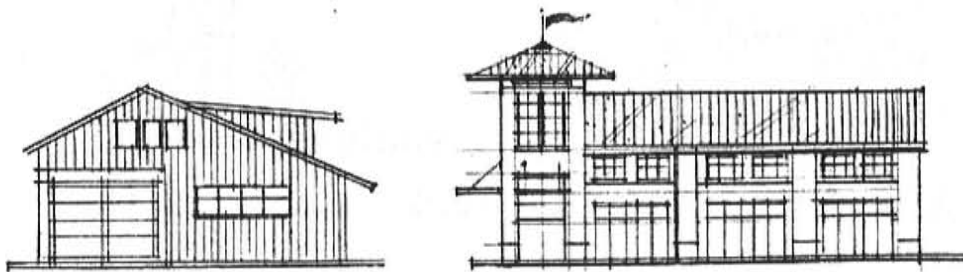


FIGURE 18.155.050

(Ord. 6306 §9b, 2004).

18.155.060 Creation of Human Scale

A. REQUIREMENT: Use design elements to maintain a human scale on West Bay Drive and on the West Bay Urban Trail. (See 18.21.080 for guidelines.)

Design elements shall be applied to all sides of the structure that are visible to the public.

B. GUIDELINES:

1. All elevations should be provided with windows and doors wherever practical.
2. Windows should face unique site conditions such as sun and view exposure.

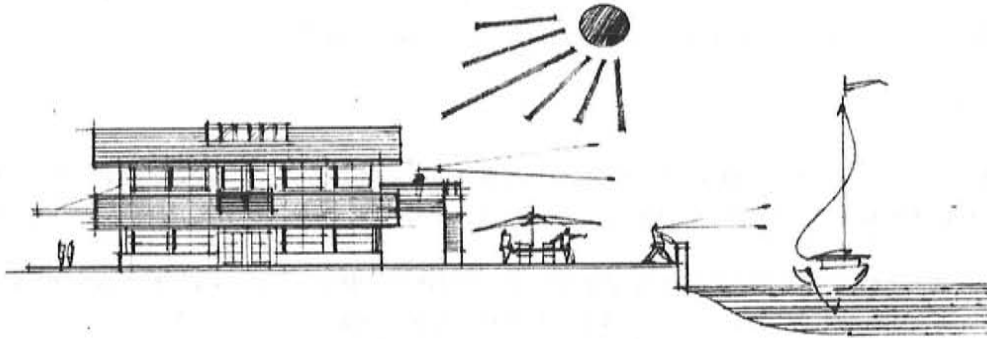


FIGURE 18.155.060

(Ord. 6306 §9b, 2004).

18.155.070 Windows

A. REQUIREMENT: Orient buildings and locate windows to provide for privacy, to the extent practical, both within the project and for the adjacent or abutting residential neighborhood.

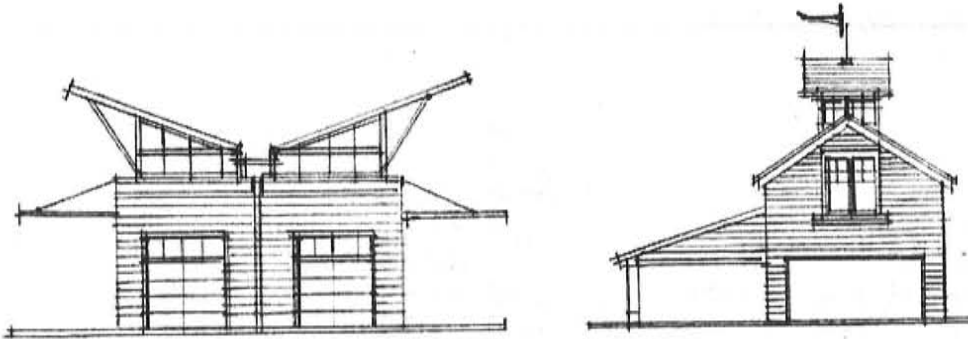


FIGURE 18.155.070

(Ord. 6306 §9b, 2004).

18.06.100 Commercial districts' development standards--Specific

A. Height.

1. Roof structures for the housing of elevators, stairways, tanks, ventilating fans and similar equipment required to operate and maintain the building, fire or parapet walls, skylights, towers, flagpoles, chimneys, smoke stacks,

wireless masts, T.V. antennas, steeples and similar structures may be erected above the height limits prescribed in this Title, provided that no roof structure, feature or any other device above the prescribed height limit shall be allowed or used for the purpose of providing additional floor space. This height exception does not apply to the additional story provision for residential development described in OMC 18.06.100.A.6. Provided, further, that no roof structure or architectural feature shall be erected more than eighteen (18) feet above the height limit of the district, whether such structure is attached to it or free-standing.

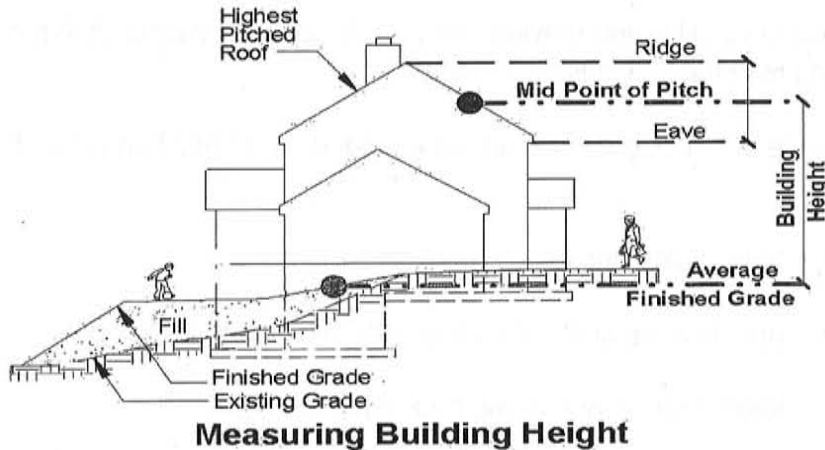


FIGURE 6-1A

2. Urban Waterfront (UW) District.

a. Allowed building heights in the Urban Waterfront (UW) District are specified in Figure 6-2.

b. Bonus for residential development.

i. In the area labeled sixty-five (65) feet on Figure 6-2, up to two additional stories may be built, if the project is located in the downtown, if the added stories are stepped back from the street wall at least eight (8) feet, and if floor area equal to the amount from the added stories is provided for residences:

(a) In the same building--i.e., it is a residential or a mixed use building; or

(b) With commercial and residential uses in separate buildings on the same site; or

(c) With commercial and residential uses on separate sites within the Urban Waterfront (UW) district.

ii. Occupancy. Housing provided under this bonus provision as part of a mixed use project must receive an occupancy permit at the same time as, or in advance of, issuance of an occupancy permit for non-residential portions of the project.

iii. Conversion. Housing provided under this bonus provision shall not be converted to commercial use.

iv. Source of housing units. Housing provided under this bonus provision may be:

(a) New construction,

(b) Adaptive reuse of a formerly non-residential structure, or

(c) Rehabilitation of existing housing.

c. West Bay Drive building height and view blockage limits.

i. In order to retain public and private view access to Budd Inlet from hillside sites above West Bay Drive, the maximum building height in the West Bay Drive portion of the Urban Waterfront (UW) District labeled " 42'-65' " on Figure 6-2 shall be up to a maximum of 42 feet, except as provided in subsections (iii) and (iv) below.

ii. In order to retain public view access of Budd Inlet from street level in the West Bay Drive portion of the Urban Waterfront (UW) District labeled " 42'-65' " on Figure 6-2, view blockage shall be limited as follows:

(a) Views of the water will be defined as area without obstruction by buildings or major structures measured between 45 and 90 degrees to West Bay Drive, as illustrated in Figure 6-2A.

(b) Said view blockage shall be limited to 45 percent of the views of the water from West Bay Drive by buildings or major structures located between West Bay Drive and the mean high water line.

(c) Exceptions are provided in subsections (iii) and (iv) below.

iii. Development shall be subject to the alternate standards for building height and view blockage, if alternate waterfront view access is provided through public amenities as follows:

Amenity Provided	Limits on Horizontal View Blockage and Height
Waterfront Trail	70% up to 42 ft., OR 45% up to 65 ft.
Expanded Waterfront Trail Corridor Facility (or small waterfront park area).	50% up to 42 ft., OR 45% up to 50 ft.
Both	70% up to 65 ft.

Any development over 42 feet shall be required to include a minimum of 20% of the usable building area for residential purposes.

iv. Criteria for approval of alternate waterfront view access.

(a) Waterfront Trail.

(1) Trail right-of-way consistent with City trail standards shall be dedicated to the City.

(2) The trail shall be designed consistent with City standards and requirements, or as otherwise approved by the Olympia Parks, Arts and Recreation Department. Because the trail passes by different land uses, it may take a different character in different locations, for reasons of safety, privacy, or environmental protection.

(3) The developer shall design, build, and dedicate the facility to the City.

(4) An analysis of recreation needs shall be provided by the Olympia Parks, Arts and Recreation Department. An analysis of environmental impacts, hazardous waste risks, and engineering issues sufficient to determine the design and location for the trail facility shall be approved by the Olympia Parks, Arts and Recreation Department but provided by the developer. All analysis shall be complete prior to approval.

(b) Expanded Waterfront Trail Corridor Facility or Small Waterfront Park.

(1) The developer shall build and dedicate the facility and its site to the City.

(2) The expanded waterfront trail corridor facility or small park area shall be designed consistent with City and other applicable government standards and requirements, or as otherwise approved by the Olympia Parks, Arts and Recreation Department. The expanded waterfront trail corridor facility or small park may vary in size from City park standards and could include additional right-of-way for the expanded trail, landscaping, habitat enhancement, benches, lighting, parking, restrooms, garbage receptacles, telephones, interpretive signs and other park facilities.

(3) An analysis of environmental impacts, hazardous waste risks, trail improvements, and engineering issues sufficient to design the expanded waterfront trail corridor facility or small park area shall be approved by Olympia Parks, Arts and Recreation Department but provided by the developer. All analysis shall be complete prior to approval.

(4) The expanded waterfront trail corridor facility or small park shall have a publicly accessible connection to West Bay Drive, designed, constructed, and dedicated for public use by the developer.

v. The view blockage rules shall be applied on a project-wide basis and not for each lot or parcel in a project, thus allowing projects providing more views on some lots to have more view blockage on other lots as long as the overall project meets the view blockage requirements.

SMP HEIGHTS AND SETBACKS (Based on Council direction 10/16/12 and 10/23/12)

Budd Inlet

SHORELINE REACH	City Council Designation	City Council Setback	Vegetation Buffer*****	City Council Height	Planning Commission Setback	Planning Commission Veg. Buffer	Planning Commission Height	Existing SMP Setback	Existing SMP Veg. Buffer	Existing SMP Height	Zoning Height
BUDD - 3A	UI -- Urban Intensity	30'	30'	Zoning - UW 65, UW 42-65	50'-70'	20'	20'-35'	Zoning - UW 65, UW 42-65	20'	Zoning - UW 65, UW 42-65	65' and 42 - 65'
BUDD - 3B	WR - Waterfront Recreation	150'	150'	Zoning - UW	50'-100'	50'	20'-35'	Zoning - UW	20'	Zoning - UW	42' - 65' maximum building height shall not exceed five (5) feet above the average grade of the centerline of the adjacent portion of West Bay Drive from Madison south to 4th Ave.
BUDD - 3C*	Combined with 3B				50'-100'	50'	20'-35'		20'		

** Parallel Designation

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**** 50 foot setback with a maximum building height of 25 feet. Setbacks of less than 50 feet allowed subject to enhanced mitigation. Minimum setback 30 feet with enhanced mitigation. Maximum height of 40 feet allowed with a 75 foot setback.

Existing Parcel Data						Potential Development Scenario for Visualization																				View Corridors and Shoreline Treatment		Notes									
Parcel No	Owner Name*	Current Zoning*	Shoreline Reach*	Acres per City GIS*	Upland acreage estimate, per CPD*	Scenario Land Use Mix				SMP Scenario C2: City Council								SMP Scenario D2: Planning Commission								ROW View Corr?	West Bay View Corridor		Shoreline treatment	Trail?							
						Residential	Retail	Restaurant	Office	Allowed Height per zoning*	Allowed No of Stories	Required CC Setback*	Required CC Veg Buffer*	Possible No of Stories	Approx total SF In Scenario	Scenario Program	Parking Required per OMC 18.38	Parking provided In Scenario	Allowed Height*	Allowed No of Stories	Required PC Setback*	Required PC Veg Buffer*	Possible No of Stories	Approx total Devel SF in Scenario	Max. Residential Units allowed**			Req'd parking (office) per OMC 18.38			Parking Provided in Scenario						
9750018003	WEST BAY MARINA ASSOC	UW	3A	0.49		no development				65'	5	30'	30'							20'-35'	3	50'-70'	20'		0		0	0	n/a		bulkhead w/ veg	yes					
9750018002	WEST BAY MARINA ASSOC	UW	3A	3.01	2.86	YES	n/a	n/a	n/a	65'	5	30'	30'	5	105,600	79 res units	119	127	20'-35'	3	50'-70'	20'	3	51,510	2	147	147	n/a	70% max blockage	bulkhead w/ veg and trail [request from City 2/21 to modify to natural edge if possible within schedule]	yes	Scenario C2 - bldgs set back 40' to allow for trail and 70% view blockage					
91015002000	DELTA ILLAHEE LMTD PNTSHP	UW	3A	2.33	1.46	YES	n/a	n/a	n/a	65'	5	30'	30'	5	88,708	66 res units	99	112	20'-35'	3	50'-70'	20'	3	37,544	1	125	125	n/a	70% max blockage	bulkhead w/ veg [request from City 2/21 to modify to natural edge if possible within schedule]	yes	Scenario C2 - bldgs set back 40' to allow for trail and 70% view blockage					
91015001000	DELTA ILLAHEE LMTD	UW	3A	1.83	0.63	YES	n/a	n/a	n/a	65'	5	30'	30'		85,696	64 res units	96	96	20'-35'	3	50'-70'	20'	3	27,092	1	90	102	n/a	45% max	bulkhead w/ veg	yes						
9510006002	DELTA ILLAHEE LMTD PNTSHP I	UW	3A	0.52	0.52					65'	5	30'	30'						20'-35'	3	50'-70'	20'						n/a	n/a	n/a	n/a						
9510011000	DELTA ILLAHEE LMTD PNTSHP	UW	3A	0.92	0.83	YES	n/a	n/a	n/a	65'	5	30'	30'	5	53760	40 res units	60	60	20'-35'	3	50'-70'	20'	0	0	0	0	0	n/a	70% max blockage	Natural edge	yes	Outlook point/ viewing platform shown; Scenario C2 - bldgs set back to allow for natural edge and 70% view blockage; natural edge w/ D2 precludes development					
91014900000	Squaxin Island Tribe	UW	3A	2.81		no development				no development								no development										Natural edge	yes								
9510012000	DELTA ILLAHEE LMTD PNTSHP I	UW	3A	1.35		no development - show as park				65'	5	30'	30'	0	0					20'-35'	3	50'-70'	20'	0	0	0	0	n/a	n/a	Natural edge	yes	No development - show as park					
7481	Condos at Smyth	UW	3A	n/a		maintain existing building				exist ht		30'	30'									50'-70'	20'							n/a	n/a	n/a					
9510020000	DELTA ILLAHEE LMTD PNTSHP I	UW	3A	0.71		n/a	n/a	n/a	YES	65'	5	30'	30'	3	8000	8k sf office	27	~27	20'-35'	3	50'-70'	20'	3	8,000	n/a	27	27	n/a	70% max blockage	bulkhead w/ veg	yes	Surface parking; Scenario C2 - bldgs set back 40' to allow for trail and 70% view blockage					
91014800000	Delta Illahee Limited	UW	3A	0.08		no development																															
91013100000	HARDEL MUTUAL PLYWOOD CORP	UW	3A			no development																															
72600200100	HARDEL MUTUAL PLYWOOD CORP	UW	3A	7.00	6.28	YES	n/a	n/a	na/	42'-65'	5	30'	30'	4	72,000	54 res units	81	81	20'-35'	3	50'-70'	20'	3	46,560	7	155	155	YES	70% max blockage	Natural edge	yes	Multiple bldgs- 4 pads based on common ownership. Scenario C2 - bldgs set back to allow for natural edge and 70% view blockage; Scenario D2 - when substituting office use instead of residential for buildings on site, parking requirements exceed possible parking on site. The number of possible parking spaces dictate total development and require reducing one building by one story and removing one building completely.					
					YES, min 20% sf	n/a	n/a	YES	42'-65'	5	30'	30'	4	47,250	23 res du+ 15,750 sf office	87	87	20'-35'	3	50'-70'	20'	2	31,500		105	105											
					n/a	n/a	n/a	YES	42'-65'	5	30'	30'	2	30,000	30k sf office	100	100	20'-35'	3	50'-70'	20'	1	15,000		50	50											
					n/a	n/a	n/a	YES	42'-65'	5	30'	30'	2	19,500	19.5k sf office	65	65	20'-35'	3	50'-70'	20'	0	0		0	0											
72600200200	WEST BAY RELIABLE - 0508 LLC	UW	3A			no development																															
91013500000	WEST BAY RELIABLE - 0508 LLC	UW	3A	2.89	1.24	n/a	n/a	n/a	YES	42'-65'	5	30'	30'	2	27,000	27k sf office	90	~90	20'-35'	3	50'-70'	20'	3	27,000	n/a	90	90	YES	70% max blockage	bulkhead w/ veg [request from City 2/22 to modify to natural edge if possible within schedule]	yes	Scenario C2 - bldgs set back to allow for natural edge and 70% view blockage					

72600200201	WEST BAY RELIABLE - 0508 LLC	UW	3A	0.22		no development																											n/a	used for parking on adj. parcels; common ownership				
72600300000	WEST BAY RELIABLE - 0508 LLC	UW	3A	0.22		no development																													n/a	used for parking on adj. parcels; common ownership		
91013300000	WEST BAY RELIABLE - 0508 LLC	UW	3A	0.09		no development																												n/a	used for parking on adj. parcels; common ownership			
67400000102	WEST BAY RELIABLE - 0508 LLC	UW	3A	0.14		no development																												n/a	used for parking on adj. parcels; common ownership			
91013000000	WEST BAY RELIABLE - 0508 LLC	UW	3A	3.53		n/a	n/a	YES	n/a	42'-65'	5	30'	30'	1	4,500	4,500 sf restaurant	45	45	20'-35'	3	50'-70'	20'	1	4,500	n/a	45	45	YES	70% max blockage	bulkhead w/ veg [request from City 2/22 to modify to natural edge if possible within schedule]	YES	Scenario C2 - bldgs set back to allow for natural edge and 70% view blockage						
9030001000	Port of Olympia	UW	3A/3B	n/a		no development																													Natural edge	YES		
91011500000	Port of Olympia	UW	3A/3B	n/a		no development										42'-65'	5	150'	150'																		n/a	

*Source: City of Olympia CPD

**Based on limit of 1 du/acre residential use

- Not likely to develop; shown without development in visualization scenarios
- Upland ROW view corridor impacts parcel development potential
- Parcel to include public access trail along shoreline - will require additional building setback to accommodate
- text Parcels that were modified in D2 to reassign use from residential to commercial.
- text Parcels that were modified in D2 to reassign use from residential to commercial with resulting impacts on development capacity as compared to previously drafted D2 and as compared to C2 due to parking ratios for office.

Parking requirements, per OMC 18.38*
Medical/Dental office: 4 spaces/1,000 sq. ft.
General office:
 0 – 2000 sq. ft.: 1 space/250 sq. ft.
 2001 – 7500 sq. ft.: 1 space/300 sq. ft.
 7501 – 40,000 sq. ft.: 1 space/ 350 sq. ft.
 Over 40,001 sq. ft.: 1 space/400 sq. ft.
Retail:
 3.5 spaces/1000 sq. ft.
Multifamily Residential:
 Three or more units: 1.5 spaces/ unit
Cafes, bars, restaurants, etc.: 10 spaces/1000 sq. ft.