

<p align="center">Views on 5th/NUMBER: 17-2528 PROJECT ADDRESS: 410 5th Ave SW SUBSTANTIVE REVIEW COMMENTS – August 17, 2017</p>			
<p>Note: Please type your responses into the column titled <i>Applicant Response</i>, and include as much information needed to clearly respond to each comment. Please do not say “comment noted or acknowledged” without providing an explanation; doing so may delay resubmittal. Additionally, please avoid referring to the plans without a sheet number, or explanation of how the plans were revised.</p>			
ITEM	COMMENT OR REQUESTED REVISION	DETAILS	APPLICANT RESPONSE
PLANNING			
1) Project Boundaries	Revision	<ul style="list-style-type: none"> a) Please revise all documents to ensure all documents match identically in terms of the project boundaries. Sheet A001 does not match the rest of the plan set. b) Please make clear the intended relationship between this project and the adjacent parking lot. The Site Plan does not make it clear if this area is intended to be used by this project or not. Other documents indicate it will not be used or part of this project. Please clarify. 	<ul style="list-style-type: none"> A. Documents updated to clearly reflect project boundaries. See sheet A001, A002, A101. B. Documents updated to clearly reflect relationship with adjacent parking lot in NE corner of the block. See Site Plan on sheet A101.
2) General	Revision	<ul style="list-style-type: none"> a) Add general site data to the site plan including zoning, amount of retail, #of units, setbacks, etc. b) Architectural plan set – consider removing the “calculating” box in the legend. It seems like it does not belong. c) Why are balconies colored green on the site plan – sheet A001? Are they intended to be planted? d) Provide analysis regarding the viability of the live/work spaces. They are not a listed use, therefore this use will require specific approval. Information regarding the market demand for this type of unit would be very helpful. 	<ul style="list-style-type: none"> A. Additional information added to context plan on sheet A002, under “General Project Data” B. Removed. C. Situation clarified, areas in question are raised planter boxes. Provided partial enlarged floor plans for each building D. Analysis provided by Prime Locations and the Thurston Economic Development Council. Letters attached.
3) Landscaping Plan	Revision	<ul style="list-style-type: none"> a) The landscaping plan is clearly conceptual and does not provide the level of detail specifically required by code. The project will be conditioned to provide a more detailed landscaping plan with the engineering permit application. The following must be revised prior to land use approval: b) Resolve discrepancies between the Landscaping Plan and the site plan (A101). <ul style="list-style-type: none"> o Landscaping plan does not show where the property boundary between the adjacent parking lot and this project is located, nor does it include the same layout of parking spaces in the woonerf. Landscaping around the parking is also not shown. o Ensure consistency between the landscaping plan layout and the site plan. o The site plan does not show triangular spaces adjacent to surface parking as landscaping. Are these areas intended to be landscaped? If so, please show on plans. A minimum of 5’ of landscaping between the parking and property line is required, but can be departed from if addressed with the alternative landscaping analysis. Landscaping to the greatest extent possible in this area should be provided and fencing is likely necessary in this location. o Exact boundaries of landscaping islands need to be more clearly defined and must match the site plan. Permanent curbing is required around all landscaping islands. c) Planting beds in parking lots must meet size requirements and cannot be smaller than 144sf. Please provide sizes of the two islands adjacent to the parking stalls. d) Trees must be planted a minimum of 4’ from any hard surface. This seems particularly problematic in the island shown adjacent to the surface parking stalls adjacent to Simmons St on the Site Plan. The Landscaping Plan does not show this island. e) All utility lines must be shown on the planting plan to ensure no conflicts between plantings and irrigation lines occur. f) Screening of all utility boxes is required. This will require the utility boxes to be shown on the landscaping plan with the associated landscaping screening. g) For areas intended to provide screening or in parking lots, shrubs and ground covers are to be planted in a triangular pattern. Please be sure to provide this where applicable. 	<ul style="list-style-type: none"> A. Detailed landscape plan has been prepared and submitted. B. Current plan should resolve these issues. C. Landscape Plans will show planting beds sizes. D. Other than required street trees, no trees are planned along Simmons Street. E. Permit plan will show utilities. F. Utility boxes are shown and screened. G. Ground cover detail shows required triangular spacing. H. Permit plan will indicate native/well adapted plants.

		h) 60% of all landscaping must be native or well adapted-drought tolerant and well suited to the soil type onsite. Please revise the plant list to accommodate this requirement and indicate which are native and which are well adapted.	
4) Landscaping – Alternative Landscaping	Revision	<p>An alternative landscaping analysis needs to be provided. All of the requested departures from the landscaping chapter need to be addressed individually within the alternative landscaping plan analysis. This analysis must provide clear evidence that each requested departure will meet the following:</p> <ul style="list-style-type: none"> The proposed alternative design clearly exceeds the chapter requirements, and <i>(Staff Note: while each departure needs to be addressed individually, the code criteria can be met through enhanced site design features that are not specifically located in the individual location of the departure being sought. This may be achieved through a combination of elements such as: enhanced vegetation adjacent to pedestrian seating areas, by providing exceptional landscaping adjacent to the proposed structures, providing higher plant densities or using higher quality plantings etc.)</i> Application of the requirements are infeasible due to prior development; and All feasible alternatives have been evaluated and determined to be unworkable, and The long term best interest of the City will be achieved through the modified design. <p>Staff has reviewed the proposed landscaping plan and believes the following are being requested as departures that must be individually addressed in the analysis:</p> <ol style="list-style-type: none"> Parking Setback Area: 10' of landscaping is required between the ROW and any parking area. This is not shown with the surface parking adjacent to Sylvester St. If less space is intended, vehicular traffic patterns will need to be addressed as well to ensure cars are not backing onto Sylvester. Perimeter Landscaping; 5' of landscaping is required between all parking and adjacent properties. This criteria is not met with the surface parking adjacent to the neighboring parking lot. This distance can be reduced in width provided alternative screening materials are installed. The landscaping plan does not show this area accurately nor does it address how equal to or better screening will be provided adjacent to the parking area. 	<p>A letter addressing this issue is attached.</p> <ol style="list-style-type: none"> Landscaping has been added to better address these requirements. Landscaping has been added to better address these requirements.
5) Landscaping Plan	Engineering Permit Considerations	<p>The following must be addressed with the more detailed landscaping plan that will be submitted with the <u>engineering permit</u> application:</p> <ol style="list-style-type: none"> Trees species and tree grate sizes will need to be coordinated with the City's Urban Forester. Soil type and amendments will need to be appropriate for the proposed tree location and tree species. Larger tree types will require larger tree pits. Some tree species may need to be modified. Existing soil types must be identified for all landscaping areas and plants are to be chosen that will succeed given the soil type, sun exposure, planting area etc. Soil amendment of up to 24" deep may be necessary dependent on the soil types identified. The landscape plan will need to address how much soil amendment is needed and why. Native or well adapted drought tolerant plants are required and must be identified as such on the plans. Irrigation is only permitted on a temporary basis. Analysis of temporary irrigation is needed. Add Note: All areas to be planted are to be mulched with 4 inches organic material. Add Note: Landscape Architect shall inspect the landscaping upon installation for plan compliance and submit a statement of approval to the City prior to building occupancy. Add Note: All plant substitutions will be approved by the City and landscape architect prior to installation and plans updated plans showing accurate planting materials will be provided to the City prior to Building Occupancy. Add note: All landscaping areas shall be planted to achieve 80% plant density within 3 years of planting. Additional plantings may be necessary upon inspection by the City. 	<ol style="list-style-type: none"> Will be coordinated with Forester. Shown on plans. Identified on plans. Irrigation is temporary and intended for plant establishment during the first two years of growth. Has been added. Has been added. Has been added. Has been added.
Parking	Revision	<ol style="list-style-type: none"> Please remove the statement on sheet A001 stating that downtown is exempt from all parking requirements. It is inaccurate, parking is required for new commercial areas. Please revise the parking calculation to address all of the ground floor commercial areas in Northwest building. The commercially oriented 	<ol style="list-style-type: none"> Has been revised. See Site Plan, sheet A101. Parking calculations include the live work units. Wheel stops shown on plans just north of tower, see Site Plan on A101, A102.

		<p>area of all of the live/work units will need to be calculated as retail.</p> <p>c) Wheel stops will be required in association with the surface parking stalls, please show them on plans.</p> <p>d) Show stall dimensions on Site Plan in at least one location. This could be in the parking summary.</p> <p>e) Bike parking calculations will need to be revised to address the commercial components of the live work units as needing retail bike parking spaces and the residential components showing compliance with the residential requirements. Customer bike parking (short term) will need to be provided as conveniently as possible to all commercial uses including the live/work units (see bike parking section for more detail).</p> <p>f) Please provide clarification as to how the required retail parking spaces will be reserved and identified to the public so that it is clear that said parking is available for the public to use. How will this be enforced long-term?</p> <p>g) Parking Study: Please provide information regarding the queuing for the automated parking garage. Clarity regarding how many cars are likely to be queued waiting to enter and exit the garage at peak volumes needs to be provided. As only three cars can be loaded at a time, considerations, signage, and pavement markings for queuing and stacking must be addressed.</p> <p>a. Number of queuing spaces necessary: The City does not have specific queuing standards for this type of parking, the closest standard available relates to queuing standards for drive-through facilities which require a minimum of 6 vehicles to stack before entering the ROW. If the City applied the 6 stacking requirement the woonerf would need to be clearly designated as one way. The number of necessary stacking spaces needs to be identified, 6 is being used as an example. Plans indicate a one-way design, but a variety of signs and pavement markings are needed. How will one way access impact emergency vehicles, waste, and pedestrian circulation?</p> <p>b. Other Examples: What type of stacking is provided in other similar facilities in other jurisdictions?</p> <p>c. Simultaneous Entry and Exit: Staff is concerned that cars waiting to enter the loading bay for one loading area will block access to the others exiting or waiting for a different loading bay. This may be solved with pavement markings and signage or further clarification regarding the system and its use in other locations.</p> <p>d. Pavement Markings: A variety of pavement markers will be required including assessable routes, queuing areas for the parking garage, one way movement, parking stalls, etc. Plans must show these markings in addition to the stamped concrete proposed. Consider incorporating these required elements into the stamped concrete.</p> <p>e. Pedestrian Emphasis: During peak hours the woonerf will likely experience high volumes of traffic, what features are proposed to ensure the safety of pedestrians and intense pedestrian emphasis within the woonerf is maintained.</p>	<p>D. Stall dimensions are provided. See site plan on sheet A101, A102.</p> <p>E. Calculations revised. Bike parking locations identified on Site Plan. See site plan on sheet A101.</p> <p>F. 74 spaces within the automated parking garage would be designated and reserved for the retail use only. Signage will be installed on the Woonerf indicating retail parking is available within the garage.</p> <p>G. a. Based on the anticipated service times provided by CityLift, a design queue (95th percentile) of up to 10 vehicles is anticipated during the PM peak hour. Queueing along the Woonerf would be able to accommodate approximately 7 vehicles, along with the 3 stalls at the lift elevators and 3 short-term parking stalls, which results in a total of 13 vehicles of storage available on-site without spillover into the public right of way. Solid waste would be would be collected and stored on the south side of the Woonerf. Similar to operations of one-way alleys within a CBD, solid waste trucks would utilize the one-way Woonerf to collect the solid waste. The width of the Woonerf adjacent to the Solid Waste room is approximately 27 feet. The presence of a solid waste trucks is not expected to adversely impact operations/access to the woonerf or parking garage given that garbage pick-ups are not expected to occur simultaneously with the peak of the parking garage. The one-way Woonerf is designed to provide for safe pedestrian circulation vehicle access to the parking garage and lift system. Emergency vehicles will be able to travel along the paved areas of the Woonerf to access all building frontages and entries.</p> <p>b. The following is a link to several CityLift case studies: http://cityliftparking.com/solutions/case-studies</p> <p>c. See description provided in the Parking Operations Plan document prepared by CityLift.</p> <p>d. Comment noted. A variety of pavement markings and stamped concrete design will be incorporated into the Woonerf design to help differential pedestrian circulation, assessable</p>
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6) Parking – Accessible Parking Stalls OMC 18.38.120	Revision / additional info	<p>a) How are accessible parking stalls being provided? The calculation on the site plan says there are 5, but it is unclear where they are located. Accessible stalls are required to be the closest to the door as possible. Consider locating some in the surface parking proposed.</p> <p>b) How many van accessible stalls are provided and where are they located?</p> <p>c) Please be sure to show compliance with OMC 18.32.120.a.3 which states that if the total parking provided on site exceeds 1 space per unit, then 2% of the extra parking stalls shall be accessible.</p> <p>d) Where are the assessable routes for entry to the buildings? How will they be identified on the ground?</p>	<p>A. Every stall provided with the automated parking is accessible (136 units) plus one on grade parking stall for a total of 137 accessible stalls (139 total stalls). No ramps, or stairs are necessary to access this parking.</p> <p>B. The center bay of the parking garage has a van accessible loading bay which parks 42 cars. Thus 42 stalls in the automated parking structure are van accessible.</p> <p>C. As noted above, our accessible parking count far exceeds what is required (136 accessible/139 spaces total = 99%).</p> <p>D. The site is essentially flat, and pedestrian friendly. Accessible paths have been indicated on the site plan.</p>
7) Short Term Parking (Temporary) 18.38.220(c)	Revision	<p>a) Short term bike parking must be shown on the site plan.</p> <p>b) Short term bike parking is to be provided within 50' of each customer entry. Alternative locations can be permitted with adequate signage if an analysis addresses why compliance cannot be achieved. With multiple tenant spaces, the short term parking will need to be carefully located to be convenient for all tenant spaces. A combination of signage and alternative locations may be necessary given the number of tenant spaces.</p> <p>c) Short Term Bike Parking Spaces must be shown on plans with dimensions per code. Each “hoop” must provide adequate space for 2 bikes. Each bike is required to have a minimum of 2' by 6' space. The rack itself cannot be closer than 2' from any wall. Plans do not indicate the exact location and spacing for each parking space Please revise accordingly with specific dimensions. Bike Parking must be shown on the site plan.</p> <p>d) Pavement markings should be shown on plans and provided onsite that identify the bike parking locations (much like standard parking stall markings). These markings are intended to ensure the bike parking spaces are not later inadvertently used for other purposes.</p> <p>e) Calculations need to be revised to address the commercial and residential components of the live work spaces.</p> <p>f) Given the number of tenant spaces planned, signage identifying bike parking locations is anticipated. Signage is required where bike parking is more than 50' from the front entry of any specific tenant space. Signage design and anticipated locations will need to be shown on plans with the bike parking.</p>	<p>A. Short term bike parking is shown on the site plan. See sheet A101, A102, A104.</p> <p>B. Multiple parking locations provided on site and within view of entries, typically 50' or less.</p> <p>C. Additional enlarged partial site plans provided indicate short term bike locations and dimensions, sheets A102, A104.</p> <p>D. Bike parking stalls provided in designated areas with pavers. No paint markings needed. Bike parking stalls shown on Site Plan and Partial Enlarged Site Plans.</p> <p>E. Calculations updated. See calculations on site plan A101.</p> <p>F. Bike parking locations shall be signed when further than 50 feet away from entry ways.</p>
8) Long Term 18.38.220(c)	Revision	<p>a) Identify which residents will be using the bike parking room in the southwest building. Provide signage locations and design. Design of signage can be provided at the point of the building permit application.</p> <p>b) If all 3 buildings are going to use the long term bike storage in the southwest building this arrangement needs to be identified on plans to ensure all residents and employees will have continual access.</p> <p>c) Show employee bike parking locations. Efforts to provide convenient locations throughout the site are required. Show calculations for long term bike parking for live/work units. Commercial component will count towards the bike parking count.</p>	<p>A. Long term bike parking will be provided for the required retail spaces and the SW Building within a single room in the SW Building (total of 15 spaces required). Long term spaces for residential units in the NW Building and Tower are being provided within each unit as required.</p> <p>B. Location is shown on plans. Access to be granted through secure entry and be identified during new tenant/employee orientation.</p> <p>C. Calculations updated. Bike parking shown on Site plans and floor plans.</p>

View Analysis	Revision	According to the Scenic Vistas Zoning Map Overlay this project is adjacent to a view from 5 th Avenue to both the Capitol Building and Capitol Lake. The view analysis should focus on the impacts this project will have on these specific views in relationship to the 5 th Avenue ROW. Compensating viewing areas for the general public need to be clearly identified, if provided. Analysis of views that are not identified as associated adjacent to this project should be avoided or clearly identified as such to avoid confusion about which views are protected by code.	A. Per the City's Scenic Vistas Overlay Map, this project is located just outside of the required scenic vistas analysis requirements along 4 th and 5 th .
Important Habitat and Species Report	Revision	<ol style="list-style-type: none"> 1. The City is waving the requirement to provide an Important Habitat and Species Report, based on consultation with the Washington Department of Fish and Wildlife Staff, per OMC 18.32.325. 2. Identification of all Federally, State, and locally listed species remains a requirement. This information must be provided using the most current data sources. The report submitted did not use the Department of Natural Resources maps nor the Department of Fish and wildlife priority species maps. Where uncertainty regarding the presence or lack thereof exists, such as in regard to the Olympic Mudminnow, reach out to local experts such as Jamie Glasgow of the Wild Fish Conservancy who is a regional expert regarding the mudminnow and its habitats. 	<ol style="list-style-type: none"> 1. Waving of requirement is noted. 2. Provided letter identifying species.
Wetlands	Revision	According to OMC 18.32.110 all projects within 300' of a wetland are subject to the provisions of the wetlands chapter, however according to OMC 18.37.070, the nonconforming provisions existing developed areas are exempt from further review by the critical areas ordinance provided the proposed development is not being expanded into undisturbed parts of the property that are within a critical area buffer. Given the developed nature of the site, and the highly developed nature of Capitol Lake, it is unlikely that any development would be within an undisturbed area, or buffer. Confirmation of this assumption is required with the resubmittal.	A. The existing project site is 100% developed as it exists. Wetland buffers are noted on site plan, and no buffers occur on site within project boundaries.
9) SEPA – General Review	Revision	<p>Please revise the SEPA Checklist as follows:</p> <p>A.8: Add Important Habitat and Species Report and Management Plan, and any other information that has been prepared such as an asbestos analysis? Phase I or II environmental assessment etc.</p> <p>A.11: Retail space should include language regarding the live work units, remove gym if it is to be eliminated, modify the number of units if changed, provide number of stories of uses and square footages.</p> <p>B.1.c: As this isthmus is built on fill, it is likely the soil types include more than just one single type. This must be consistent with the geotechnical report. Please review and revise.</p> <p>B.1.d: As the isthmus is built on fill, this question should acknowledge this.</p> <p>B.1.e: Please address if any excavation, or grading is proposed in addition to the answer regarding fill.</p> <p>B.1.h: Please list some of the BMP's intended to be used onsite and provide further clarification as to what permanent stabilization means in this context.</p> <p>B.2.a: What about after construction emissions such as the restaurant uses and garage? Elaborate about how the uses will generate emissions such as visitors, waste pick up, emergency vehicles, daily trips etc.</p> <p>B.2.c: Add garage ventilation system, hours of operation, no idling of vehicles, and ORCCA permit review etc.</p> <p>B.3.a.1: Regarding Capitol Lake - remove the word artificial and add occasional salt water intrusion.</p> <p>B.3.a.2: Revise language to say it is outside of the Shoreline Jurisdiction as it is more than 200' from the Ordinary High Water Mark for both Capitol Lake and Budd Inlet.</p> <p>B.3.a.5: Clarify / confirm if this project is within the flood zone or floodplain.</p> <p>B.3.a.6: Waste in this question refers to sewer, stormwater is not considered waste in this context. Please revise accordingly.</p> <p>B.3.b.2: Please add that the project will be serviced by sewer and therefore no discharge into the ground will occur.</p> <p>B.3.c.1: Be more specific about what parking lot this is referring to. Just the few parking spaces along the woonerf? Revise to be clearer</p> <p>B.4.a: Some vegetation is on site, please mark the appropriate boxes.</p> <p>B.4.b: Response says none, however there is existing vegetation onsite that will be removed, specifically on the eastern side of the tower. Please revise accordingly.</p> <p>B.4.c: All sources used to determine the presence or lack of endangered plant species needs to be listed in this response.</p>	SEPA updated.

		<p>B.4.e: All sources used to determine the lack or presence of any noxious weeds onsite needs to be listed in this response.</p> <p>B.5.a: Question asks about animals not just on the site, but also near the site. Please revise accordingly. Use the information in the Important Habitat and Species Report prepared for this project for information.</p> <p>B.5.b: City maps indicate that shorebirds, waterfowl, steelhead, fall chinook and coho salmon are near the site. Please look at the Department of Natural Resources maps to confirm and revise accordingly. All sources used to determine a presence or lack of species needs to be listed in response.</p> <p>B.5.c: Revise to yes, migratory bird route - pacific flyway.</p> <p>B.5.d: Does the proposal include window glazing that reduces bird collisions? The American bird conservancy website provides some basic information on products / window glazing that reduce Collison's.</p> <p>B.5.e: All sources used to determine the lack or presence of any invasive animals onsite needs to be listed in this response.</p> <p>B.5.6.b: How was this conclusion determined? Was a solar analysis conducted?</p> <p>B.7.a: Response is missing.</p> <p>B.7.a.1: Choose known or suspected. Answer cannot include both.</p> <p>B.7.a.2: Confirm with PSE if gas pipelines are located onsite or adjacent to the property.</p> <p>B.7.a.3: What about chemicals?</p> <p>B.7.a.5: Spell out all acronyms.</p> <p>B.7.b.2: Question asks about noise levels – an answer has not been provided. Indicate the hours in which noise levels are expected to be at what specific levels. Revise sentence to include other uses proposed, rather than just apartments. Correct typo in sentence, “Long term noise be traffic...”</p> <p>B.8.a: Question has two parts, please answer both parts. Will the proposal affect current land uses on nearby or adjacent properties?</p> <p>B.8.i: Revise answer to address increase in planned units.</p> <p>B.8.l: Change sentence tense from is, to will be.</p> <p>B.9.a: Modify total number of units per DRB packet. Consider changing high income to market rate.</p> <p>B.9.c: Use none, rather than n/a.</p> <p>B.10.a: This is a two part question, what is the principal exterior building materials?</p> <p>B.10.b: Add reference to the view study and briefly summarize findings in the view study. Add clarity about the street scape. Consider replacing streetscape with along the street and as viewed from a distance. Specifically answer if the new structures will impact views.</p> <p>B.10.c: Fix formatting issue – this item is listed as “b”, but should be “c”. Add language about compliance with the City’s design criteria. Be specific about the measures proposed to reduce aesthetic impacts.</p> <p>B.11.b: Please expand on this answer in relationship to views and the lack of interference.</p> <p>B.11.c: Will this lighting affect the proposal?</p> <p>B.11.d: Add the use of “cutoff fixtures” if applicable.</p> <p>B.13.a. – d: The responses to Question 13. Historic and cultural preservation are inadequate. The answers "not applicable" and "none known" are not an option, since the applicant is required to do the research described in Question 13.c. to fully answer Questions 13.a., 13.b., and 13.d. I highly recommend you click on one of the "help" live links for advice from the Department of Ecology on how to appropriately answer these questions. Given the age of the existing buildings onsite the applicant will be required to either hire a professional archaeologist and architectural historian to answer these questions or submit a (free) EZ-1 form to the Department of Archaeology and Historic Preservation. http://www.ecy.wa.gov/programs/sea/sepa/ChecklistGuidance.html#HistoricCulturalPreservation</p> <p>B.14.a: Staff is unfamiliar with the directional endings to street names. Please confirm accuracy. For example 4th avenue “west”.</p>	
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10) Design		<p>Staff Recommendations:</p> <ul style="list-style-type: none">a) Confirm sheet A304 where it says “view from woonerf”, this seems inaccurate.b) Sheet A002 indicates the 100’ boundary around the property but includes the adjacent parking lot and measures 100’ from it. This is inaccurate and implies this parking lot is part of the project. Please revise.c) Clarify if any fencing around the outdoor seating area will be proposed in the future. <p>Board Recommended revisions – to be addressed with the Detail Design Review Packet:</p> <ul style="list-style-type: none">1. Provide plans with the detailed design review packet that show the textured pavement with the necessary painted pavement markings for directional traffic movement, parking stalls, and accessible routes and Consider revising the textured patterns to emphasize these safety and circulation features pursuant to OMC 18.110.030 – Connections, 18.110.050 – Pedestrian amenities, and 18.120.110 – Pedestrian access from parking areas.2. If mid-block crossing is proposed, revise plans to show the stamped concrete adjacent to Sylvester Street aligning with the park pathway and add the appropriate crosswalk features to the roadway. Provide the appropriate revision with the Detailed Design Review packet pursuant to OMC 18.120.110 – Pedestrian access from parking areas.3. Provide plans with the Detailed Design Review packet that show all directional signage for vehicles and any proposed signage that emphasize that pedestrians have the right of way pursuant to OMC 18.120.110 – Pedestrian access from parking areas.4. Work to disperse the short-term bike parking (visitor parking) as evenly as possible to provide convenient covered parking for all business entries. Show covered areas on plans. In areas where bike parking spaces are more than 50’ from a business entry, signage will be required and should be shown on detailed design plans pursuant to OMC 18.110.050 – Pedestrian amenities and OMC 18.38.220(c).5. Plans must show which buildings or units will be assigned use of the bike storage room and which will have space in the individual units. Signage for long-term bike storage will be required in and around buildings as appropriate. Show proposed signage locations on plans at Detailed Design Review pursuant to OMC 18.110.050 – Pedestrian amenities and OMC 18.38.220(c).6. Should fencing of the outdoor seating area be proposed in the future with the tenant occupation of the restaurant/bar, staff should review the fencing and ensure it maintains a human scale by providing openings at frequent intervals and that the fencing material is compatible with the structure pursuant to OMC 18.110.040.7. Proposed lighting locations and fixture types shall be provided with the Detailed Design Review packet including lighting for the pedestrian walkway, woonerf, and all three of the buildings pursuant to OMC 18.110.050 Pedestrian amenities and 18.110.160 – Lighting.8. Provide plans that clearly identify all site utility and mechanical equipment locations and the anticipated measures to screen such features	<ul style="list-style-type: none">a. Corrected. Updated elevations being provided.b. Corrected. Updated drawing included..c. No outdoor fencing proposed at this time, but is currently under budget review. <ul style="list-style-type: none">1. Patterns revised to reinforce movement patterns in the woonerf. A variety of patterns are incorporated for traffic calming, and additional striping not required.2. Added the stamped concrete path crossing Sylvester.3. Directional signage added to plans, and will be provided with the detail design review packet.4. Short term bike parking distributed around the site, and within 50 feet of business entries.5. Long term bike storage shall primarily be within the residential units. A separate room in the SW building with over 30 parking spots is being provided for overflow and commercial/retail tenants. Per calculations on A101, (6) long term bike parking stalls required for retail/commercial use.6. When fencing is proposed, it shall meet code requirements.7. Lighting provided off buildings per electrical engineer drawings, and shall be provided with the detail design review packet.8. Plans locate utility equipment. We plan to have one transformer enclosed in a non-combustible room, all other mechanical equipment to be located on roofs behind parapets.9. Reviewed and altered to 30degree parking to

		<p>pursuant to OMC 18.110.190 – Screening of Site Services.</p> <p>9. Look at any potential issues with the 45 degree angle parking associated with physical barriers as outlined in OMC 18.110.030.</p> <p>10. Define landscaping and planter boxes on the east side of the building as outlined in OMC 18.110.180.</p>	<p>better work on site.</p> <p>10. Landscape planter boxes clearly indicated on plans. Boxes will be minimum 2' above grade, and be constructed of concrete and sealed.</p>
11) Agency Comment	Revision	<p>Please provide responses as appropriate to comments received, specifically please address the following:</p> <p>a) How does the plan respond to Intercity Transits requests regarding bus shelters and disturbances to existing bus service. Please show proposed bus shelters on plans.</p> <p>b) Please provide analysis regarding DAHP request for information regarding the impacts this project is likely to have on the view shed from the capitol campus, the anticipated socioeconomic impacts to Downtown, and address concerns regarding archaeology.</p>	<p>a. This project is providing benches located under new building supported canopies located adjacent to the bus stops.</p> <p>b. Cultural Resources Assessment provided and attached.</p>
ENGINEERING			
12) Frontage Improvements EDDS 2.040	Revision	<p>a) Provide details of the traffic changes proposed in the TIA. The current civil plans do not demonstrate any of these changes. Including but not limited to the changes on Simmons Ave (including the addition of a turn lane).</p> <p>b) In previous discussions with the applicants traffic consultant Simmons Avenue was envisioned to have the project side of the street increase the sidewalk to 13 ½ feet, a 11 foot travel lane, an 11 foot turn lane, and a 14 ½ wide travel lane on the west side along with the existing 10 foot sidewalk. This wider than normal travel lane, and sidewalk on the west side of Simmons will be revised at the time the adjacent parcel develops.</p> <p>c) To obtain the proper lane and sidewalk configuration, it is anticipated that this project will need to remove the parking and tree islands on both the east and west side of Simmons.</p> <p>d) All four submitted deviation requests do not have enough information regarding what street infrastructure is proposed to be changed and what is to remain. The applicant shall resubmit with more detailed information.</p>	<p>a-b. Turn lane and revisions incorporated into plans (13'-6" wide sidewalk, 11 foot lane and turn lane, and 14'-6" lane on opposite side).</p> <p>c. Tree islands removed from both sides of Simmons.</p> <p>d. Deviation requests updated.</p>
13) Water EDDS 2.050.B	Revision	<p>a) A Reduced Pressure Principal Backflow Prevention Assembly (RPBA) is required to be installed immediately behind the customer's side of a water meter identified for domestic use. Any variations (including placing the RPBA inside the building) requires approval from the City of Olympia Cross Connection Control Specialist.</p> <p>b) Meters identified for irrigation purposes require a Double Check Valve Assembly (DCVA).</p> <p>c) Verify the existing meter sizes for domestic and irrigation are adequate to supply the new proposed uses.</p> <p>d) Verify and demonstrate the need for additional meters for separation of uses and billing.</p> <p>e) The utility pages are difficult to read. Remove un-necessary layers on these sheets to clearly identify utility details.</p>	<p>a. Preliminary approval for interior location approved on site with Cross Connection Specialist, Jacob Larson .</p> <p>b. DCVA shown on landscape plans.</p> <p>c. New meters shown per Mechanical engineer sizing.</p> <p>d. Additional meters not requested at this time.</p> <p>e. Layers removed to make sheets more readable.</p>
14) Storm Drainage EDDS Chapter 5 & DDECM	Comments for Engineering Permit Submittal	<p>The following comments are items found on this submittal that will need to be addressed as part of the engineering permit submittal process.</p> <p>a) The Preliminary Grading & Drainage Plan shows two catch basins identified as CB#3, including one in Basin 2 and one in Basin 3. Please rename one of the catch basins.</p> <p>b) Show the location of the existing roof drain and cleanout for the existing nine story building on the Drainage Plan.</p> <p>c) Some of the new storm pipes will have less than 24-inches minimum cover as required in Appendix I-F. We will approve the shallower cover given the vertical constraints of the site, but please include an analysis of the pipe strength.</p> <p>d) There is an existing storm drain that runs under the existing nine story building and appears to extend to the existing alley. The runoff from the proposed Woonerf Alley (Basin 3), and the roof drain from the new building at the corner of 5th Avenue and Simmons Street are shown connecting to this existing storm drain through another lateral. Please describe this system and what will happen to the pipe that extends to the existing alley. Will the connection to the existing alley be abandoned?</p> <p>e) Preliminary Drainage Report, page 17, Treatment: Revise from between Sylvester and Sylvester Streets, to between Sylvester and Simmons Streets.</p>	<p>a. Catch basin numbering fixed</p> <p>b. Roof drain locations shown on plan.</p> <p>c. Revised.</p> <p>d. Revised.</p> <p>e. Revised.</p>
15) Solid Waste EDDS Chapter 8	Revision	<p>1. The Autoturn exhibit -</p> <p>a. The text is not legible and cannot be read.</p> <p>b. The noted truck dimension is not correct. It is mislabeled as a rear-load truck and the measurements do not match those found in Table 3 (Chapter 8) of the EDDS</p> <p>c. Use the Drop Box truck dimensions for the compactor, front-load truck dimensions for the cardboard, and side-load truck dimensions for the recycle carts</p> <p>d. Provide separate exhibits for each type of waste collection. Note that the drop box truck will back up to the compactor, the front load</p>	<p>1. Exhibit revised to be legible.</p> <p>2. Architectural waste collection drawings updated and provided.</p> <p>a. compactor dimensions shown.</p> <p>b. dimensions provided.</p> <p>c. 14 foot tall door provided.</p> <p>d. plan updated to provide clear access.</p>

		<p>trucks will approach, and drive forward to collect and the side load trucks will collect the recycle carts.</p> <p>e. The provided exhibit (although using incorrect dimensions) appear to show the drive path going through parking stalls, running over curbs and through trees. The drive paths shall be clear from all obstructions.</p> <p>2. The architectural set of plans shows a solid waste room on pages 8 and 13, which does not appear to be functional.</p> <p>a. The compactor dimensions are not shown, and placement of the compactor does not allow for direct and straight access to the containers.</p> <p>b. The applicant shall provide solid waste room dimensions, dumpster dimensions and dimensions of the compactor (including guide rails).</p> <p>c. The lifting bale of the compactor shall be within 2 feet of the threshold (room opening). Room height at the opening shall be 14”.</p> <p>d. The plan currently shows the compactor collection to occur with an angled approach to the solid waste room. This does not allow for direct and straight access to the compactor, and appears to leave very little room on each side between the truck and the walls of the structure.</p> <p>e. A space of 70 horizontal feet is required to safely load and unload the compactor.</p> <p>f. The plan notes 20- 95 gallon carts are to be provided but only shows 6 in the solid waste room. Where are the other containers to be located? If located in other areas of the project, provide the required details demonstrating the ability facilitate collection. The applicant shall plan for 3-5 (5 being the maximum) households per recycle cart.</p> <p>g. Ceiling heights have not been provided. Overhead clearance for loading and servicing of the compactor and the front load dumpsters require 25 feet.</p> <p>3. A concrete service pad is required for dumpster collection and in front of the compactor/solid waste room.</p> <p>4. The solid waste planning for the multifamily households appear to be consistence with the EDDS. The planning for the commercial retail and restaurant needs may be underestimated. The restaurant may want to plan for food scrap collection for composting. This requires an additional dumpster (1-2 yard) in the solid waste room.</p> <p>5. The civil set of plans are absent of any further solid waste information. Items detailed above shall be include with the civil set of drawings.</p> <p>6. The applicant is welcome to contact Tiffani King at 360-753-8257 or tking@ci.olympia.wa.us to schedule a solid waste scoping meeting.</p>	<p>e. provided.</p> <p>f. additional detail provided.</p> <p>g. Ceiling heights in the room are taller than the overhead door, and there is no overhead power lines exterior of the collection room.</p> <p>3. On revised site plan.</p> <p>4. Reviewed and noted on Architectural waste collection plans.</p> <p>5. Architectural waste collection drawings provided with Civil set.</p> <p>6. Completed.</p>
16) Street Lighting	Revision	Provide a street lighting analysis. A determination will need to be made if additional streetlights will be required.	Street lighting analysis completed and ready for review by City.
17) Traffic Impact Analysis	Revision	<p>1. Discussions with the applicant’s consultant have indicated some possible revisions of the proposed uses and driveway configurations. The applicant shall revise trip generation with new proposed uses with current trip rate schedule (see Olympia Transportation Impact fee Update November 2016).</p> <p>2. The applicant shall revise trip assignment with new driveway configurations on to Simmons St. (right-out). Provide current site plan.</p> <p>3. The applicant shall develop a Level of Service (LOS) analysis for build year and 2040 year to assess lane configurations on Simmons Street. Work with City and TRPC to develop 2040 volumes from regional model. The analysis will include a 3 lane configuration on Simmons Street with no parking on either side of the Street. Provide queue analysis results.</p> <p>4. Revise LOS worksheets to represent proper lane configurations.</p> <p>5. Provide an analysis of the queuing for vehicles entering and exiting the automated parking garage.</p>	<p>1. The original TIA dated 2/10/2017 was evaluated based on a two-way east-west mid-block access between Sylvester and Simmons Streets. The updated TIA dated 7/20/2017 evaluated traffic impacts with a one-way westbound Woonerf access with entry from Sylvester and exit onto Simmons. The trip generation was based on City rate schedule.</p> <p>2. The updated 7/20/2017 TIA included revised trip assignment with new one-way WB Woonerf configuration.</p> <p>3. The updated 7/20/2017 TIA included 2040 LOS analysis based on site access exit only onto Simmons Street. With exit-only onto Simmons, there is no need for inbound left-turns, and therefore no need for a center turn lane. The 2040 LOS and queue analysis considered the addition of a center turn lane on Simmons between 4th and 5th Ave during the PM peak hour. The analyses concluded that while converting Simmons to a 3-lane section with center turn lane between 4th and 5th would improve queues, it is not driven by the Views of 5th development.</p>

			<p>4. The revised LOS worksheets are provided in the appendices of the updated 7/20/2017 TIA.</p> <p>5. The queuing analysis for the proposed automated parking garage is provided in the Parking Operations Plan prepared by CityLift.</p>
Fire			
18) Fire Code	Comments for Building Permit designs	<p>1. The building shall meet high rise requirements.</p> <p>2. Fire sprinklers are required. A second tie-in for the water supply to the tower is required.</p> <p>3. The tower shall be provided with an elevator that is ambulance gurney capable.</p> <p>4. Addressable fire alarm system is required.</p> <p>5. Standpipes are required for the tower and other buildings that are three or more stories in height.</p> <p>6. An emergency generator is required.</p> <p>7. One or more Knox key boxes are required.</p>	<p>1. The building will meet high rise requirements.</p> <p>2. Sprinklers will be provided, design by others and shall be submitted under separate permit.</p> <p>3. Working through this in coordination with the City and Fire Marshal. Exhibit has been provided for review.</p> <p>4. Fire alarm system will be provided, design by others and shall be submitted under separate permit.</p> <p>5. Standpipes will be provided, design by others and shall be submitted under separate permit.</p> <p>6. Emergency generator will be provided.</p> <p>7. Knox key boxes will be provided, final locations to be determined in coordination with fire marshal prior to install.</p>
Building			
19) Building Code	Revision	<p>1. The project shall comply with the City of Olympia Construction Codes as adopted through the Olympia Municipal Code, Chapter 16.04. Accessible parking must be provided at the most convenient locations to the building entries. Given the site design shown, some of the surface parking spaces will need to be assessable. At least one of them will need to be van accessible. Accessible routes must be shown on plans. Please revise plans accordingly.</p> <p>2. The project shall comply with the provisions the City of Olympia, Flood Damage Protection Ordinance as adopted by the Olympia Municipal Code, Chapter 16.70.</p> <p>3. The project is subject to the provisions of the City of Olympia, Sea Level Rise Ordinance as adopted through the Olympia Municipal Code, Chapter 16.80.</p>	<p>1. The project shall comply with all current codes.</p> <p>2. The project shall comply with all provisions Flood Damage Protection Ordinance per the OMC.</p> <p>3. The project shall comply with all provisions of the Seal Level Rise Ordinance per the OMC.</p>
URBAN FORESTRY			
20) Tree Protection and Replacement OMC 16.60	Revision	Provide a Landscape Plan by a Professional Landscape Architect - or someone who meets our Landscape Code Standards. Provide an explanation why trees are all in tree grates and not within planting islands with larger soil volume and shrubs and groundcover. Provide additional information on the size of tree wells for the street trees. Street Tree Species, planting details and specifications will be reviewed at time of engineering plans submittal. Tree selection will need to be coordinated.	Although not required, trees in pedestrian areas are planted in tree grates to facilitate maximum use and flexibility of the space by pedestrians.