

## CITY OF OLYMPIA HEARING EXAMINER

### STAFF REPORT

<b>Project Name /File No.:</b>	Dockside Flats (Laurana), File No. 17-4634
<b>Applicant:</b>	Urban Olympia V, LLC, represented by Josh Gobel, Thomas Architecture Studio
<b>Requested Action:</b>	Approval of a Shoreline Substantial Development Permit, Shoreline Conditional Use Permit, and Land Use Review for the construction of a new three-story mixed-use building with two floors of apartment units over ground floor commercial and office space. The project includes on-site and on-street parking and a plaza between the building and Percival Landing.
<b>Project Location:</b>	210 State Avenue NW
<b>Water Body:</b>	Budd Inlet, Puget Sound
<b>Zone District:</b>	Urban Waterfront
<b>Shoreline Master Program Designation:</b>	Urban Intensity (Reach Budd 5A)
<b>Comprehensive Plan Designation:</b>	Urban Waterfront with High Density Neighborhood Overlay
<b>SEPA Determination:</b>	A Determination of Nonsignificance was issued on March 12, 2018. The comment period expires on March 26, 2018, and the appeal period expires on April 2, 2018.
<b>Public Notification:</b>	Public notification for this hearing was mailed to property owners within 300 feet of the subject property, parties of record, and recognized neighborhood associations; posted on-site; and published in <i>The Olympian</i> on March 12, 2018, in conformance with OMC 18.78.020 (Attachment 2).
<b>SPRC Recommendation:</b>	Approval, subject to conditions.
<b>Staff Contact:</b>	Cari Hornbein, Senior Planner Phone: 360-753-8048 E-mail: <a href="mailto:chornbei@ci.olympia.wa.us">chornbei@ci.olympia.wa.us</a>

#### I. BACKGROUND INFORMATION

##### A. Property Description and Context

The site is located at 210 State Avenue in downtown Olympia, between Percival Landing and Columbia Street. The site contains two vacant buildings which were occupied by Les Schwab until they moved to their new location in 2016. The balance of the site is paved. Offsite conditions include 10-foot wide sidewalks along State Avenue and Columbia Street, street trees, and overhead utility lines, multi-use trail

to the west, and alley to the north. A city-owned sewer lift station is located immediately to the northwest.

The western portion of the site is located within the shoreline jurisdiction of Budd Inlet (as shown in the figure below) with a shoreline designation of *Urban Intensity (Reach 5A)*. Additionally, the lot is in the Urban Waterfront zoning district, within the Downtown design district, and abuts two frontages included in the Pedestrian Overlay district. Both State Avenue and Columbia Street are mapped as *Pedestrian A* streets the City's pedestrian street standards (OMC 18.16.040.B.3).

Surrounding uses are depicted below:



## B. Project Description

The proposal is for the development of a three-story mixed-use building with two floors of apartment units (44) over ground floor retail, restaurant, and office uses (approximately 6,400 square feet). The building will sit approximately 65 feet further east than the existing structure, creating an opportunity for a public plaza and outdoor dining area associated with the restaurant (see site plan, Attachment 7).

Twenty-nine on-site and ten on-street parking stalls will be provided. Access to on-site parking will be from Columbia Street. Long term bicycle parking will be located in a bike storage room off the apartment lobby. Short term bicycle parking will be placed outside, on the east and west sides of the building.

Solid waste facilities are proposed in the northeast building corner with a roll-up door facing Columbia Street. Bins will be rolled out to the street for pick up, then returned to the building after collection has occurred.

The applicant is currently in discussion with the City to allow pedestrian access through the pump station site. At the time of this writing, no agreement had been reached. Although the site plan calls out improvements on city property, it is not part of this application. At such time that the City and applicant reach an agreement, any improvements will be subject to applicable regulations.

The applicant has requested a deviation to the Engineering Design and Development Standards (EDDS) to avoid undergrounding the overhead power lines. Deviations are approved by the City Engineer; at the time of this writing, the deviation request had not been approved.

Related to this project is a boundary line adjustment to consolidate existing lots into a single parcel. It is currently under review by City staff and outside agencies.

### C. City Review Process

Application Submittal: The application was submitted and deemed complete on October 25, 2017. Application materials were routed to City staff for review.

Neighborhood Meeting: The City and applicant co-hosted a neighborhood meeting on November 21, 2017. The purpose of this meeting was to enable early coordination and information sharing between the project proponent and applicant. The meeting was attended by a handful of people; no major issues were raised. The project architect provided an overview of the proposal, and staff responded to process-related questions.

Design Review Board: The Design Review Board held a meeting on December 14, 2017 to consider the conceptual design of the project. The Board is responsible for reviewing project for compliance with the applicable design criteria and making a recommendation to the applicable decision making body (in this case, the Site Plan Review Committee). The Board recommended approval subject to conditions which can be found in Attachment 10.

Staff Review: The City's project review team reviewed the project for compliance with applicable codes and ordinances. The team found that additional information was necessary and provided written comments to the applicant on January 25, 2018. The applicant submitted revised plans and reports on February 7, 2018. Following a second review, the project was taken to the Site Plan Review Committee for a recommendation on March 7, 2018; the Committee recommended approval of the project subject to a number of conditions.

## II. POLICY AND REGULATORY FRAMEWORK

The proposal has been reviewed for compliance with City plans and regulations. This report addresses those plan and code sections that are of particular applicability, and addresses compliance in relation to the following:

- Comprehensive Plan Goals and Policies;
- Shoreline Master Program Goals and Policies;
- Title 16, Buildings and Construction, in particular standards for tree protection/replacement and flood damage prevention;
- Title 18, Unified Development Code, in particular standards for residential and commercial development, parking, landscaping, design, pedestrian streets, shoreline development, hearing examiner authority; and
- Engineering Design and Development Standards.

### A. Comprehensive Plan

The subject property is designated *Urban Waterfront* with a *High Density Neighborhood* overlay on the Future Land Use Map. Both designations support mixed-use development and provision of open space. Specific goals and supporting policies from relevant chapters are noted below:

## **Land Use and Urban Design**

**GL1: Land use patterns, densities, and site designs are sustainable and support decreasing automobile reliance.**

- Policy PL1.3 – Direct high-density development to areas with existing development where the terrain is conducive to walking, bicycling and transit use and where sensitive drainage basins will not be impacted.

**GL12: Commercial area are attractive, functional and appealing.**

- Policy PL12.5 – Require site designs for commercial and public buildings that will complement nearby development and either maintain or improve the appearance of the area. This may include building designs with a defined bottom, middle, and top; appealing architectural elements such as window, wall detailing; fountains, vendor stations; and the use of balconies, stepped-back stories and pitched roofs that reduce the perceived size of the building.
- Policy PL12.6 – Create visual continuity along arterial streets through coordinated site planning, landscaping, building designs, signage and streetscapes.
- Policy PL12.7 – Require screening of unattractive site features such as mechanical equipment and large solid waste receptacles, while maintaining good access for collection and maintenance.
- Policy PL12.9 – Require a form of parking that retains aesthetics and minimizes pedestrian barriers and inconvenience by including screening along streets.

## **Transportation**

The Transportation chapter of the Comprehensive Plan addresses the intended growth of downtown Olympia and preferred strategies to address increased traffic:

*“The area is a well-connected grid street network that can handle large volumes of traffic, and where plans are in place to provide excellent support to pedestrians, bicyclists and transit riders. Traffic congestion will continue in the city center, but the City focused on moving people and goods instead of accommodating only vehicles. Future capacity will come from improvements to walking, biking and transit.”*

**GT14: Increased density along priority bus corridors optimizes investments in transit and makes transit an inviting mode of travel.**

- Policy PL14.1 – Encourage transit-supportive density and land use patterns along priority bus corridors, through zoning, incentives, and other regulatory tools.

Staff Findings: The proposed project complies and furthers applicable goals and policies of the Comprehensive Plan.

## **B. Shoreline Master Program**

The overall goal of the SMP is articulated as follows:

*“Develop the full potential of Olympia’s shoreline in accord with the unusual opportunities presented by its relation to the City and surround areas, its natural resource values, and its unique aesthetic qualities offered by water, topography, views, and maritime character; and to develop a physical environment which is both ordered and diversified and which integrates water, shipping activities, and other shoreline uses within the structure of the City*

*while achieving a net gain of ecological function.*

- PN12.3.A: All shoreline use and development should be carried out in a manner that avoids and minimizes adverse impacts so that the resulting ecological condition does not become worse than the current condition. This means assuring no net loss of ecological functions and processes and protecting critical areas that are located within the shoreline jurisdiction.
- PN12.11.C: Non-water oriented uses may be allowed where they do not conflict with or limit opportunities for water-oriented uses or on sites where there is no direct access to the shoreline.
- PN12.14.A: Motor vehicle parking is not a preferred use within the shoreline jurisdiction and should be allowed only as necessary to support authorized uses.
- PN12.14.B: Where feasible, parking for shoreline uses should be located in areas outside the shoreline jurisdiction; otherwise locate parking as far landward of the ordinary high water mark as feasible.
- PN12.15.B: Incorporate public access into all new development or redevelopment where it creates or increases demand for public access.
- PN12.19.B: Development should be designed to preserve and enhance the visual quality of the shoreline, including views over and through the development from the upland side of the subject property and views over and through the development from the water.
- PN12.14.A: Give preference to water-dependent commercial uses, then to water-related, and then water-enjoyment commercial in shoreline jurisdiction. Non-water oriented commercial should require a conditional use permit if located within 100 feet of the water.
- PN12.27.E: New residential development should provide opportunities for public access.
- PN12.27.F: New residential development should minimize impacts upon view from adjacent residential areas, in keeping with the Shoreline Management Act.

Staff Findings: The proposed project complies and furthers applicable goals and policies of the Shoreline Master Program.

#### **C. Tree, Soil, and Native Vegetation Protection and Replacement, OMC 16.60**

The project is subject to standards in OMC 18.60 regarding tree densities and tree protection during construction.

Staff Findings: The City's urban forester reviewed materials submitted by the applicant (Attachment 13) and determined that as conditioned, the project will comply with OMC 18.60.

#### **D. Sea Level Rise Flood Damage Prevention, OMC 16.80**

The subject property is located in a sea level rise flood damage area per official city maps. Because the site sits below an elevation of 16 feet (NAVD88), the lowest floor elevation must be elevated, dry flood proofed, or protected with other acceptable flood proofing methods as approved by the City to an elevation of 16 feet or greater.

Staff Findings: The finished floor elevation is proposed to be 14'-6" (NAVD88). Dry flood proofing methods include the use of two-foot high sills around the base of the builds and the use of temporary barriers at building openings during flood events. Detailed plans will be submitted at the time of building permit submittal and reviewed for compliance with OMC 16.70.

**E. Commercial Districts, OMC 18.06**

Permitted Uses - OMC 18.06.080, Table 6.01: The subject property is located in the *Urban Waterfront* zone district and must comply with all of its development standards. The proposed project includes a mix of residential, restaurant, office, and retail uses, all of which are allowed in the *Urban Waterfront* zone.

Development Standards - Table 6.02, 18.06.100, Figure 6-2, Height Limits: There are no setbacks required in the *Urban Waterfront* district. Building height is limited to 35' per Figure 6-2, and building coverage is limited to 60% for properties between the shoreline and nearest upland street. 100 percent impervious surface coverage is allowed. Roof structures and architectural features are allowed up to 18 feet above the district's height limit.

Staff Findings: The proposed project complies with applicable development standards. That portion of the building within shoreline jurisdiction will be held to an absolute height of 35 feet, measured to the top of the parapet. Outside the shoreline jurisdiction, parapets and roof structures (e.g., stair tower) will extend higher, but within the 18 feet allowed under OMC 18.06.100.A. Proposed building coverage is 58 percent, and impervious coverage is 95 percent.

**F. OMC 18.16, Pedestrian Street Overlay District**

State Avenue and Columbia Street are designated *Pedestrian A* streets and subject to provisions in OMC 18.16, which are intended to enhance the pedestrian environment through a variety of measures including maximum setbacks, minimum street wall heights, pedestrian plazas, canopies, blank wall limitations, well defined building entrances, and active street edges.

Staff Findings: Compliance with the pedestrian street standards was evaluated during concept design review. Staff found that the project complied with most of the standards, but recommended specific conditions to address blank walls and canopies during concept design review. These conditions were accepted by the Design Review Board and are included in Part III of this report.

**G. Shoreline Master Program Regulations, OMC 18.20**

The project has been reviewed for compliance with provisions applicable to both Shoreline Substantial Development Permits in OMC 18.20.210 and Shoreline Conditional Use permits in OMC 18.20.230. These sections reflect criteria spelled out in WAC 173-27-150 and 160, which require a proposal to be: 1) consistent with the local Shoreline Master Program, 2) not interfere with the normal public use of the shoreline, 3), be compatible with existing and planned uses in the area, 4) that no significant adverse impacts to the shoreline will occur, and 5) that the public interest suffers no substantial detrimental effect. The following analysis outlines how the proposed project is consistent with these criteria.

Shoreline Permit Procedures, OMC 18.20.280: Shoreline Substantial Development Permits and Conditional use Permits that are subject to SEPA require the Hearing Examiner to hold a public hearing and render a decision on the project. The Department of Ecology has final approval authority of the Conditional Use Permit.

Shoreline Uses, OMC 18.20.620, Table 6.1: The proposed project exceeds thresholds in WAC 173-27-040 and therefore requires a Shoreline Substantial Development Permit. As a mixed-use development, the project also requires a Shoreline Conditional Use Permit because the pedestrian plaza is located within 100 feet of the ordinary high water mark (OHWM) (see Attachment 6 for location of 100-foot line).

No Net Loss and Mitigation, OMC 18.20.410: All shoreline uses and development shall be located, designed, constructed, and maintained in a manner that maintains shoreline ecological functions and

processes. Because the subject property is already developed, no further impacts to shoreline ecological functions are anticipated. In fact, the new building will sit approximately 60 feet from the west property line, and where the existing building presently stands, a plaza will provide a new area of public access within close proximity to the shoreline.

Critical Areas, OMC 18.20.420: All use and development within the shoreline shall comply with OMC 18.32. See page 9 of this report for staff's discussion of critical areas.

Parking, OMC 18.20.440, Parking: Parking facilities area allowed on if they support authorized uses, and must be located landward of the building except when located within or beneath the structure and adequately screened. On-site parking will be located within the structure and screened with metal grid panels and landscaping (see elevations and landscape plan in the DRB Packet, Attachment 9).

Public Access, OMC 18.20.450 - 460: Public access requirements are applicable to this project and must meet the design criteria of OMC 18.20.460. Although not directly abutting the shoreline, the public plaza abuts Percival Landing, which is located directly along the shoreline. The plaza will be ADA accessible and accommodate a variety of amenities including seating, shuffleboard court, lighting, and landscaping that defines but does not obscure views in and out of the plaza. Staff's recommendation includes several conditions regarding timing of plaza completion, recording of public access provisions, installation of signage indicating the public's right of access and hours of use (dawn to dusk), and maintenance responsibilities.

View Protection, OMC 18.20.500 – 504: All development within the shoreline jurisdiction must comply with view protection standards in OMC 18.110.060 (Basic Commercial Design Criteria). No portion of the building within the shoreline jurisdiction will exceed a height of 35 feet (the maximum height allowed under OMC 18.20.620, Table 6.3). View impacts were addressed at the time of concept design review, where staff found that by placing the new building further to east, protected views (Capitol Dome, Budd Inlet, and the Olympics) would be enhanced.

Water Quality, OMC 18.20.510: Stormwater facilities for new development must be designed per Olympia's Drainage Design and Erosion Control Manual. To the extent feasible, low impact development (LID) practices must be utilized. New development in Reach 5A must comply with the DDECM without consideration of thresholds therein.

The project site is located in a flow control exempt area. The stormwater system was designed in compliance with the 2016 DDECM, which does not require LID in flow control exempt areas. If the thresholds and flow control exemption are eliminated as required under the shoreline regulations, the next step would be to evaluate LID feasibility using criteria in the DDECM. LID methods would not be feasible at this site because of poorly draining soils, high groundwater, and though not specifically mentioned in the manual, the tidal influence on groundwater.

Development Standards, OMC 18.20.620, Tables 6.2 and 6.3: The maximum setback in Reach Budd 5A is 30 feet and the maximum height is 35 feet. The project complies with both standards.

Water-Oriented Commercial Use and Development, OMC 18.20.663: The proposed project includes a restaurant, which is considered a water-enjoyment use as defined in WAC 173-27-020. Such uses are allowed if there is no net loss of shoreline ecological functions; does not have adverse impacts on other shoreline uses, public access, and design compatibility; and is designed and operated in a manner that meets the definition of a water-oriented use. Staff considers a restaurant to be a water-oriented use as

defined in WAC 173-26-020 due to its orientation toward the water and the provision of outdoor seating with views to the water.

Non-Water-Oriented Commercial Use and Development, OMC 18.20.667: The proposed project also includes uses that are considered non-water-oriented uses as defined in WAC 173-27-020 (office and retail uses, depending on the tenant). Non-water-oriented uses are allowed only if they are a part of a mixed-use development that includes water-oriented uses, provides public access, and shoreline enhancement/restoration. The project satisfies the first two requirements, but since the property does not directly abut the shoreline, restoration and enhancement would not be required. In fact, the nearby shoreline was restored as part of the Percival Landing reconstruction.

Residential Use and Development, OMC 18.20.690: New residential development must meet development standards set forth in Table 6.2 and 6.3. In addition, residential development must be designed to preserve the aesthetic character of the shoreline and minimize view obstructions. The proposed project complies with setback and height limitations in Table 6.2 and 6.3. As previously noted, locating the new building further to the east enhances views not only of Budd Inlet, but also to the Capitol Dome and Olympic Mountains. Shoreline aesthetics were considered by the project designers through the use of form, materials and colors, and placement of public spaces on western portion of the property.

Utilities, OMC 18.20.170: Utility facilities/lines must avoid impacts to shoreline ecological functions and minimize conflicts with existing and planned uses. Installation of utilities (water, sewer, stormwater) will occur well away from the shoreline. Stormwater will be discharged into Budd Inlet via an existing outfall. Staff does not anticipate any impacts to shoreline ecological functions as a result of the proposed utilities (see Civil Plans, Attachment 9).

Staff Findings: Based on the foregoing analysis, the proposed project complies with the Shoreline Master Program, as well as criteria found in WAC 173-27-150 and 160.

#### **H. Critical Areas, OMC 18.32**

Important Habitats and Species, OMC 18.32.300-325: The subject property is located within 1,000 feet of Budd Inlet which has the potential for *important habitat and species*, defined as species that are federally listed as endangered or threatened, and state priority species identified on the Washington Department of Fish and Wildlife (WDFW) Priority Habitat and Species (PHS) List and their habitats of primary association. According to information provided by the applicant in the environmental checklist (Attachment 3) and the Joint Aquatic Resources Permit Application (Attachment 5), three fish species may occur in Budd Inlet – Puget Sound Steelhead, Bull trout, and Puget Sound Chinook.

Pursuant to OMC 18.32.325, the City can waive the requirement for a habitat management plan (HMP) after consultation with WDFW. Upon doing so, WDFW did not see the need for an HMP on the grounds that the site is already developed and contains no fish or wildlife habitat (see e-mail from Theresa Nation, Attachment 14 ). Based on this input, the City waived the requirement for an HMP.

#### **I. OMC 18.36, Landscaping**

A landscape plan was submitted with the land use application and reviewed by staff and the Design Review Board, who approved the plan with several conditions which can be found in Part III of this report.

#### **J. Parking, OMC 18.38**

Downtown Exempt Parking Areas, OMC 18.38.160.C: The subject property is located in the Downtown Exempt Parking Area, which exempts new residential building and uses from the City's vehicular parking



standards, but requires compliance with bicycle parking standards. All new commercial buildings totaling over 3,000 square feet of gross leasable area are required to meet vehicular and bicycle parking standards.

Number of stalls, OMC 18.38.100, Table 38.01: Based on the ratios in Table 38.01, the minimum number of vehicular stalls required for the retail, office, and restaurant uses is 34. As outlined in the parking summary on the site plan (Attachment 7), a total of 39 spaces will be provided with 29 of them on-site and 10 along State Avenue (OMC 18.38.060.J allows on-street credits).

Applying ratios from Table 38.01, the minimum number of long and short term bicycle stalls for the project are as follows: 1) 38 long term stalls, and 2) 11 short term stalls. Long term parking for 36 bicycles for residential, retail, and restaurant uses will be provided in a bike storage room off the apartment lobby. An additional two bikes will be located in the office suite. Short term parking for 11 bicycles is proposed on the east and west sides of the building. Compliance with bike parking standards such as spacing between racks and overhead coverage will be addressed at the time of permit review.

Staff Findings: As conditioned, the project will comply with vehicular and bicycle parking standards in OMC 18.38.

#### **K. Design Review, OMC 18.100**

The project is subject to design requirements outlined in OMC 18.110 and 18.120 and was reviewed for concept design by the Design Review Board on December 14, 2017. The Board recommended approval with conditions (Attachment 10). Detail design review will occur prior to building permit issuance.

#### **L. Engineering Design and Development Standards (EDDS)**

The project has been reviewed for compliance with the EDDS relative to traffic, water, stormwater, wastewater and solid waste. It was found to be generally compliant except for the underground of overhead lines for which the applicant is seeking a deviation. Recommended conditions of approval address items related to solid waste, lighting, curb ramps, lift station odors, and the overhead power lines.

Staff Findings: As conditioned, the project will comply with the EDDS.

#### **M. PUBLIC COMMENT**

Public Comment: The City received comments for public agencies, tribes, and members of the public (see Attachments 15 and 16). Comments received from the public expressed both support and opposition to the project:

- Parking in downtown Olympia is a problem; the project should provide more parking;
- The project will alter the character of the area;
- Ensure that short-term bicycle parking is adequately covered; and
- The project provide a mix of commercial and residential uses that will energize downtown Olympia.

Agency and tribal comments include the following:

- Intercity Transit – provided input regarding the transit stop along Columbia Street;
- Olympic Region Clean Air Agency (ORCAA) – commented on completion of an asbestos survey prior to demolition;

- Department of Archaeological and Historic Preservation (DAHP) – supports the preparation of an Inadvertent Discovery Plan and training for construction workers;
- Squaxin Island Tribe – concurs with DAHP’s comments; and
- Nisqually Tribe – no concerns, but inform the Tribe if there is inadvertent discovery of archaeological resources/human burials.

### III. CONCLUSION AND RECOMMENDATION

Pursuant to OMC 18.72.100, the Site Plan Review Committee finds that the project, as conditioned, meets all applicable provisions of the Municipal Code and Engineering Design and Development Standards. Therefore, the Site Plan Review Committee recommends approval the Shoreline Substantial Development Permit, Shoreline Conditional Use Permit, and Land Use Review subject to the following conditions:

1. Development shall be substantially as shown on the architectural site plan (Sheets A100, dated February 7, 2018). This plan shall be attached to the engineering and building permit plans at the time of submittal.
2. The boundary line adjustment (Case No. 17-4666) shall be recorded with Thurston County prior to building permit issuance (including foundation-only permit).
3. Bike parking shall meet the standards of OMC 18.38.220(c). All bike parking locations shall be shown on permit plans and clearly demonstrate compliance with these standards. Signage shall be provided in all locations where the customer entry is more than 50’ from the required bicycle parking space or when the required bicycle parking space cannot be seen from the customer entry.
4. Construction pursuant to the shoreline substantial development and conditional use permits shall not begin prior to 21 days from the date of filing as defined in RCW 90.58.140(6) and WAC 173-27-130, or until review proceedings initiated within 21 days from the date of such filing have terminated.
5. Per WAC 173-27-090(2), construction activities shall commence within two year of the effective date of the shoreline conditional use permit. The local government may authorize a single one-year extension based on reasonable factors, if a request for extension has been filed before the expiration date and notice of the proposed extension is given to parties of record and the Department of Ecology.
6. The following conditions apply to public access provided under OMC 18.34.450:
  - a. Public access provisions shall run with the land and be recorded via a legal instrument such as an easement prior to certificate of occupancy;
  - b. Public access areas shall be constructed and available for public use at the time of occupancy;
  - c. Signage shall be installed in conspicuous locations indicating the public’s right of access and hours of access; and
  - d. Maintenance of the public plaza shall be the responsibility of the property owner, unless an accepted public or non-profit agency assumes responsibility through a formal agreement recorded with the Thurston County Auditor.
7. The applicant shall submit for detail design review prior to or at the time of building permit submittal. The following items shall be addressed in the submittal materials:
  - a. Provide lighting in the plaza and outdoor seating area on the west side of the building;

- b. Provide an alternative paving pattern/texture between the roll-up doors and curb along Columbia Avenue; and
  - c. Revise the landscape plan to address the following:
    - 1) Unless the Skyrocket juniper is going to be pruned, replace with a smaller tree;
    - 2) Add climbing vines to the metal trellis on the south side of the building;
    - 3) Add street trees along Columbia Street;
    - 4) Use larger street trees (as large as possible in close proximity to power lines); and
    - 5) Provide additional landscaping, for example, planting beds at the intersection of State Avenue and Columbia Street, and containers and/or pots on the east side of the building.
  - d. Revise the architectural plans to address the following:
    - 1) Add details and lighting to the blank wall on the north elevation at the solid waste room;
    - 2) Evaluate the canopy over the apartment lobby entrance (maximum height of 12'), and possibly tie in with a canopy over the roll-up doors and bicycle parking; and
    - 3) Evaluate the need for additional lighting on the north side of the building; add if warranted for pedestrian safety.
8. A final landscape plan, prepared in accordance with OMC 18.36, shall be submitted for review and approval at the time of engineering permit application submittal, and address the following items:
- a. Depict all utility lines, hydrants, poles, mechanical equipment, etc., on the landscape plan. Where conflicts occur, adjust the location of trees and/or these elements; and
  - b. Provide the following information a separate worksheet: cost estimate for the purchase, site preparation, installation, and 3-years of maintenance of all landscaping and irrigation.
9. Pursuant to 18.40.080.C.7, construction activity is restricted to the hours between 7:00 a.m. and 6:00 p.m.
10. A vegetation maintenance bond (or other assurance) shall be provided following city acceptance of the landscape installation including street trees prior to issuance of the certificate of occupancy. The bond amount shall be 125% of the cost estimate submitted with the landscape plan and approved by the City.
11. The engineering permit application shall comply with the 2016 Engineering Design and Development Standards (EDDS) and the 2016 Drainage Design and Erosion Control Manual (DDECM). Engineering construction plans shall address the following conditions prior to permit issuance:
- a. It shall be noted that the wastewater entering the lift station adjacent to this project displaces air through an existing 20-foot high vent stack. The frequency and duration of the gases is unknown. With a change to residential and retail land uses in close proximity to (and above) the lift station, odors inherent to wastewater may periodically be unacceptable to residents and tenants. The applicant may install an odor abatement system at their cost as part of the project. The system may be located on City property and turned over to the City for ownership and maintenance. Details will need to be agreed upon by the applicant and the Utility. However, installation of odor control does not ensure elimination of odors, nor will the City take responsibility for potential odors;
  - b. Existing overhead power and other private utilities shall be undergrounded along the project's street frontage, per EDDS 2.070, unless a deviation to the standards is approved by the City Engineer;
  - c. An EDDS deviation request shall be submitted if proposed street tree grates are different than the four-foot standard specified in Chapter 4, EDDS;

- d. The State Avenue ramp at Columbia Street shall be designed to align with a future bulb-out configuration on the southwest corner of the intersection; and
  - e. The lighting plan shall be updated at the time of engineering permit submittal to include LED fixtures. Lighting calculations per the EDDS shall be included in the plan set. Street lighting shall be added or relocated based on the results of the lighting plan.
12. The applicant shall provide for the waste management/recycling for collection of all solid waste generated on the site, designed to Chapter 8 of the EDDS and subject to the following conditions:
    - a. Street-side placement of garbage and recycling containers by the building occupant/ management will be required. The actual location and container positioning will be determined when containers are delivered and adjusted as necessary during the first couple of collections; and
    - b. Overhead clearance for the front-load truck shall be 25 feet where the containers are emptied. The existing power lines may prohibit collection near the solid waste door on the sidewalk.
  13. If contamination of soil or groundwater is encountered during site work and construction, the applicant shall notify the Department of Ecology's Environmental Report Tracking System Coordinator for the Southwest Regional Office at 360-407-6300.
  14. A right-of-way obstruction permit shall be obtained from the City prior to any work in the public right-of-way.
  15. Right of Way Performance Bond – Bonds or other allowable securities will be required by the City to guarantee the performance of work within the subject site and rights-of-way, or maintenance of required public infrastructure intended to be offered for dedication as a public improvement. See both EDDS Section 2.030.F and Volume 1 Section 2.6.1 of the 2016 DDECM for more information.
  16. Fire sprinklers and standpipes are required for this project. The fire line must go vertical once inside the building until it reaches the proposed location of the riser room.
  17. The sprinkler fire department connection (FDC) may be wall mounted at a location to be approved by the Fire Department.
  18. An exterior sprinkler control valve is required.
  19. Street tree and on-site tree species and locations will be determined at the time of engineering and landscape plan review.
  20. A fee in lieu of planting the minimum tree density will be determined at the time of engineering and landscape plan review at a rate of \$380.00 per tree.
  21. Necessary tree protection measures will be determined at the time of engineering plan review of existing on-site trees and street trees to remain during construction.
  22. A signed Inadvertent Discovery Plan (IDP) which outlines how the project proponent and site crew will respond in the event that archaeological resources are uncovered during the course of project work should be submitted by the applicant at the time of engineering plan submittal. An approved IDP template will be provided to the applicant by the City of Olympia. The signed IDP will be reviewed at the preconstruction meeting and shall be maintained at the project site and available for inspection for the duration of excavation and construction.

23. Demarcate the property line in the concrete (e.g., score line or contrasting paving) where city and private property meet along Percival Landing.
24. To maintain safety and visibility, the applicant shall coordinate with the Public Works and Parks departments regarding the proposed mural on the pump station enclosure.
25. Addressing shall be per the attached floor plan with the exception that the retail space on the corner will be addressed as either 203 Columbia St NW or 201 State Ave NW, depending on which door is used as the main entrance.
26. The project shall comply with the City of Olympia Construction Codes as adopted through the Olympia Municipal Code, OMC 16.04, as follows:
  - a. A City of Olympia demolition permit shall be obtained for the removal of existing buildings or portions of buildings and remodels. The applicant shall submit an application to the Olympic Regional Clean Air Agency (ORCAA) prior to application and issuance of a demolition permit;
  - b. The project shall comply with the provisions of accessibility as required by the International Building Code and ICC ANSI 117.1 2009;
  - c. The project is subject to the provisions of the Sea Level Rise Ordinance as adopted through the Olympia Municipal Code, Chapter 16.80;
  - d. A soils report is required to address soils conditions and all foundation and building design criteria per the International Building Code and
  - e. Parking shall be installed to address the Provisions of the IBC for Electrical vehicle charging pursuant to Washington State Amendments Chapter 427.
27. Impact fees shall be paid prior to building permit issuance.

**Submitted by:** Cari Hornbein, Senior Planner, on behalf of the Site Plan Review Committee  
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**Attachments:**

2. Public Hearing Notice and Determination of Nonsignificance
3. Environmental Checklist
4. General Land Use Application and Supplement
5. Joint Aquatic Resources Permit Application
6. Site Plan with Ordinary High Water Mark
7. Architectural Site Plan
8. Civil Plans
9. DRB Packet
10. DRB Recommendation Memorandum
11. Applicant Statement Regarding Shoreline Impacts
12. Historical Cultural Resources Review – EZ1 Form
13. Urban Forestry Report
14. WDFW Waiver

- 15. Agency Comments
- 16. Public Comments
- 17. Address Exhibit