

Project Name: Intercity Transit Center Expansion
 Concept Design Review
 Checklist filled out by Nicole Floyd, Senior Planner

Master File #: 18-1486
 Meeting Date: 6/14/2018

CITY OF OLYMPIA COMMERCIAL DESIGN CRITERIA DOWNTOWN Chapter 18.120

18.120.020 Setbacks			
A. REQUIREMENT:			Maintain the continuity of the streetscape with the setbacks of buildings.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Align buildings according to the existing pattern.
- ☒ Use walls, railings, planters, or other built and landscape elements at the property line if the building or a portion of it is set back from the property line.

Concept Staff Analysis: The existing development pattern of the adjacent streetscape does not provide much guidance as most of the properties within 100' are dominated by surface parking. Queues have been taken from these adjacent properties in relation to the proposed building materials. Site constraints prohibit pushing the building to the street frontage as is preferred in the code. The proposed location is consistent with the existing development pattern of the block and is generally more pedestrian oriented than the surrounding development pattern.

18.120.030 – Waterfront view corridors			
A. REQUIREMENT:			On waterfront sites, provide for public view corridors of Capitol Lake and Budd Inlet. All development shall incorporate into the site and building design both territorial and immediate views for significant numbers of people from public rights-of-way. (EXCEPT: Intermittent or partial views of the water may not be deemed necessary to incorporate into the site and building design.) See Scenic Vista overlay zoning maps, which are available at the Community Planning and Development Department.
Complies	Conflicts	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

B. GUIDELINES:

- N/A Locate buildings on the site and design roofs so that they do not interfere with views and vistas.
- N/A Design and site waterfront buildings to avoid blocking view corridors on adjacent streets that point toward the water.

Concept Staff Analysis: This project is not on a waterfront site.

18.120.040 – Parking lots

A. REQUIREMENT:

Complies	Conflicts	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Locate and design parking lots which maintain the visual continuity of the street and do not create vacant space in the street pattern. Allow for both pedestrian and vehicular circulation, and provide clear access between parking and the principal building(s) on the site.

B. GUIDELINES:

- N/A Minimize the width of parking lots located adjacent to the street.
- N/A Screen parking lots which abut the street with hedges, fences, raised planters, or low walls combined with plantings. These screening materials shall not obscure vehicular sight lines as a safety requisite.

Concept Staff Analysis: No parking is proposed with this project, nor does the site currently provide parking. The applicant plans to provide parking at the Intercity Transit Headquarter building on Pattison Avenue.

18.120.050 – Building Design

A. REQUIREMENT:

Complies	Conflicts	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Buildings must have streetscape characteristics, such as pedestrian oriented businesses and/or shops, corner entries, and building edges abutting the sidewalk. For additional Building Design requirements please refer to:

B. GUIDELINES:

- ☒ Development Standards in the zoning district where the project is located, and,
- ☒ Pedestrian Streets Overlay District

Concept Staff Analysis:

All four streets surrounding the site are designated pedestrian oriented street fronts. Both State Avenue and Olympia Avenue are “A” Streets, and both Washington Street and Franklin Street are “B”. Streets. The code places emphasized pedestrian orientation requirements on the “A” streets and asks the building to be placed directly adjacent to the sidewalk (10’ maximum setback). The code also establishes a variety of amenities intended to strengthen the pedestrian experience. Strict compliance to the setback and pedestrian amenities expected within that setback cannot be achieved due to the existing site layout, utility easement, and need to provide an additional bus lane. The Code allows for exception to the maximum setback provided it is the minimum necessary and is intended to accommodate a pedestrian plaza (OMC 18.16.080(a)(2)(c).

The applicant has made significant effort to improve the pedestrian activation by providing three pedestrian plazas, with numerous public amenities. These plazas are strategically located along the street frontages and provide various public amenities that achieve a similar level of pedestrian activation as strict compliance with the design requirements would provide. The Director has determined that the increased setback along Olympia Avenue is warranted, but looks to the Board to evaluate the design and amenities within the pedestrian plazas. The Board will need to determine if the pedestrian amenities within the plaza are appropriately placed and facilitate improved street level pedestrian activation.

According to OMC 18.16.080(b) pedestrian plazas are required to:

- Be small, with no more than 60’ width in any direction.
- Provide pedestrian access from the ROW

- Provide paved surfaces
- Include landscaping, public art, and seating
- Be designed to provide for good lighting. Southern exposure is preferred.
- Be enclosed on two sides by structures or landscaping.
- Include pedestrian activating elements including open air cafes, kiosks, vending carts, temporary exhibits etc.

The Site Plan provided identifies various elements of the three pedestrian plazas which appear to comply with the bulk of these requirements. Furnishings including benches, stacked seating, and lean rails. These features are strategically located throughout all of the plazas. These areas will encourage pedestrians to sit, meet and eat lunch around the site. Overall, the plazas are well designed and appropriately located.

Elevation plans do not include the elements within the pedestrian plaza and landscaping plans do not identify specific plant locations. While this lack of detail is acceptable at the Concept Design stage, further refinement of the design is needed for Detail Design Review. Staff suggest the Board request additional information related to lighting type and screening of site features (emergency generator, bike parking enclosure, utilities).

Staff Recommended Condition: All site features greater than 30” in height shall be shown on the elevation plans. Cut sheets with the specific model and design of the amenities shall be provided with the Detail Design Review packet.

18.120.060 – Building materials

A. REQUIREMENT:

Complies	Conflicts	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Maintain the character of the existing downtown buildings by using similar enduring materials such as stone, brick, and stucco.

B. GUIDELINES:

- ☐ Applied brick tiles or exterior insulation finish system (EIFS) that attempt to give the appearance of genuine masonry or stucco are not preferred. Decorative ceramic tiles may be used as accent features.

Concept Staff Analysis: Page 10 of the project description discusses the composition of the dark masonry and white metal detailing intended to visually tie the proposed new building together with the existing transit building. The Dark Iron Spot Brick masonry is intended to allow the building to sit firmly on the ground and provide a strong civic architectural feel. The materials proposed are similarly enduring as stone, brick and stucco.

18.120.070 – Building design – Building rhythm

A. REQUIREMENT:

Complies	Conflicts	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Create visually interesting street walls with variations in horizontal and vertical wall surfaces. Use architectural elements that clearly define a base at street level.

B. GUIDELINES:

- ☒ Provide variation in fenestration, architectural elements, building materials, and/or building planes at varying intervals.

Concept Staff Analysis: The second story cantilevers out over the first, making the top of the building a more dominant feature than the base. This is intended to provide weather protections for those waiting for the bus. Both vertical and horizontal modulation is provided at strategic locations to break up long expanses of wall surfaces. Full length aluminum glazed windows and white metal panels are proposed to break up the vertical surfaces.

18.120.080 – Building orientation

A. REQUIREMENT:			Orient the primary building entrance and active uses such as retail storefront window displays or restaurants to the street.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Provide views and access into interior activities of the building from the street. Use a high proportion of glazing at the street level for displays or to reveal services available.
- ☐ Use landscaping, surface texture, or art work on buildings where revealing active uses is inappropriate.

Concept Staff Analysis: The primary building entrance is oriented towards the street. Significant efforts to encourage pedestrian travel through the building have been provided. This is evident by the window placement and alignment to the existing transit center building. Transparency along the facades is limited and storefront windows are not provided as this building is not intended to provide retail services.

18.120.090 – Awnings, canopies, and marquees

A. REQUIREMENT:			Provide awnings, canopies, and marquees on buildings that abut the sidewalk.
Complies	Conflicts	N/A	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☐ Maintain the visual and spatial horizontal plane of the street by employing a horizontal alignment of awnings, canopies, and marquees in areas where they are an existing element in the street pattern.
- ☐ Select awnings, canopies, and marquees which emphasize the architectural and/or historical character, color, and material of the building without covering or obscuring details of the facade.
- ☒ Provide continuity of coverage on both sides and the corner when a building is located on a corner.

Concept Staff Analysis: The new building is not adjacent to the street, therefore strict compliance is not achievable. The second story overhang provides weather protection for pedestrians, however it is not directly adjacent to the right of way. The overhang proposed does provide continuity of coverage on both sides of the building.

18.120.100 – Walkways

A. REQUIREMENT:			Provide character and visual diversity to walkways.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Vary sidewalk colors and materials by combining pavers, brick, stone, exposed aggregate and other materials set in geometric or free form patterns.
- ☒ Identify street and driveway crossings through changes in colors, materials, or patterns.
- ☒ Separate the pedestrian from the street by the use of planters, bollards, or similar elements at the street edge of the sidewalk.
- ☐ Provide alleys with lighting, plantings, and paving materials in areas of the City where the alley is or may be used as a pedestrian link.
- ☐ Incorporate information about historic events or structures into the walkway by use of plaques, signs, and art work.

Concept Staff Analysis: The textured pavement and various materials within the three pedestrian plazas meet this criteria. Additional information regarding pedestrian travel across the new bus lane should be provided with Detail Design Review.

18.120.110 – Pedestrian access from parking areas			
A. REQUIREMENT:			Provide direct and visible pedestrian access through parking areas to building entrances and to adjoining pedestrian ways. Minimize crossings of traffic lanes.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**B. GUIDELINES:**

- ☐ Provide sidewalks through parking bays.
- ☐ Define walkways with vertical plantings, such as trees or shrubs.
- ☐ Use materials, textures, patterns, or colors to differentiate pedestrian paths from parking areas. Use non-slip materials.
- ☐ Emphasize the entrance to the building by the use of paving materials and landscaping. Avoid locating parking spaces directly in front of the building entrance or in such a way as to interfere with entrance visibility and access.
- ☐ Use signs to direct customers to the building entrances and back to the parking areas.

Concept Staff Analysis: Although parking areas are not provided, there are several areas where pedestrian and bus travel are likely to intermix. Emphasis on the preferred pedestrian travel routes is therefore applicable. Additional information about anticipated signage and pedestrian crossings should be provided.

Staff Recommended Condition: Provide additional information regarding any proposed signage onsite related to pedestrian and vehicular safety. All proposed sign designs, sizes, and locations shall be shown on plans.

18.120.120 – Waterfront public access			
A. REQUIREMENT:			On waterfront sites used for commercial, residential, or recreational uses, incorporate shoreline public access pursuant to the goals of the Shoreline Management Act in a manner roughly proportionate to the impact created by the development.
Complies	Conflicts	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	

**B. GUIDELINES:**

- ☐ Provide a water-edge trail and view corridors.
- ☐ Provide public access to the water-edge trail and/or view corridors.
- ☐ Provide necessary improvements appropriate to these facilities, such as signage, seating, and lighting.

Concept Staff Analysis: The project is not on a waterfront site and is not within the shoreline jurisdiction, therefore this criteria is not applicable.

18.120.130 – Visual context of streetscape

A. REQUIREMENT:

Complies	Conflicts	N/A
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Develop visual linkages between adjacent properties through building design, street trees, and streetscape improvements.

B. GUIDELINES:

- ☒ Link dissimilar buildings by using common elements of existing development. Maintain setbacks from the street; repeat or incorporate similar proportions and scale of buildings; use similar exterior materials, paving materials, and lighting standards.
- ☐ Plant the same or similar street trees to maintain the continuity of the street.
- ☐ Continue walls, screening, and planters where they exist.
- ☐ Repeat common elements and/or materials of landscape design.

Concept Staff Analysis: The context plans show the various buildings in the near vicinity. The vast majority are one to two story concrete buildings with simple windows reflective of a more industrial development pattern in downtown. Elements from these buildings can be seen in the concrete walls and white paneling proposed by the applicant.

18.120.140 – Signs – Attached to the building

A. REQUIREMENT:

Complies	Conflicts	N/A
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Choose signs that maintain the architectural integrity of the building; locate them so the building details are not covered or obscured. Signs shall conform with Chapter 18.42, Signs, and to the design requirements of this section and of Section 18.120.150.

B. GUIDELINES:

- ☐ Signs should be subordinate to the building design.
- ☐ Coordinate colors with the colors of the building.
- ☐ Use sign panel shapes that complement the architectural forms of the building.
- ☐ Avoid a wide variety of types and sizes of signs when several businesses share the same building. Use directory signs wherever possible.
- ☐ Select colors, materials, size, shape, and illumination similar to signs found on adjacent properties. Emphasize legibility and simplicity.
- ☐ Align signs with those on adjacent buildings when possible.
- ☐ Design signs for businesses served principally by vehicular traffic to be easily legible from the street.
- ☐ Select lettering sizes, styles, and sign locations that will be clearly visible to pedestrians.
- ☐ Use window signs where wall signs would detract from architectural elements of building facade. Symbols for the business such as a pair of eyeglasses can be used to add detail at the sidewalk.

- ☐ Select a type and intensity of lighting in order to match the lighting levels of signs found in the area.

Concept Staff Analysis: Signage has not been identified in plans.

18.120.150 – Signs - Freestanding			
A. REQUIREMENT:			When building-mounted signs will obscure the architectural details of the building or where buildings are set back from the sidewalk and/or property line, use a free-standing sign. Signs shall conform to Chapter 18.42 Signs.
Complies	Conflicts	N/A	
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Signs shall have a maximum height of four (4) feet above grade. Lettering styles and colors are limited to two (2) lettering styles and three (3) colors. Signs shall be incorporated in planters or screening walls.

Concept Staff Analysis: Signage has not been identified in plans.