

The available building site for a proposed new two-story building is defined by a new bus lane and the existing bus access lanes, a property line setback on Franklin Street, and an existing utility 22-foot easement along Olympia Avenue NE.

- The current land use of the existing parcel is the existing Olympia Transit Center – owned and operated by Intercity Transit.
- The parcel is zoned DB (Downtown Business). "Transit Center" use is a permitted in the DB zone.
- Development on the site is subject to City of Olympia Design Review (conceptual and detailed) because it is also within the Olympia Design Review Zone known as the "Downtown District."

Street NE is identified as a Type B street.

- o 18.100 - Design Review Overview

- o 18.110 - Basic Commercial District Criteria
- o 18.120 - Commercial Design Criteria Downtown
- o 18.16 - Pedestrian Streets Overlay District

Parcel Area:	62,596 SF
Number of Lots:	1
IBC Building Type (of new):	V-B
Occupancy Type (of new):	Group A-3
Number of Buildings:	1 existing, 1 added (new)
Height (new):	32 feet
Number of Stories (new):	2
Basement:	0

Building area (new):		Landscape Area:	
Level 01:	4,405 SF	Existing:	7,762 SF
<u>Level 02:</u>	<u>7,165 SF</u>	Removed:	-2,234 SF
Total:	11,570 SF	<u>New:</u>	<u>1,876 SF</u>
		Net:	7,404 SF

Hard Surfaces:		Parking Spaces on site:
Existing:	39,655 SF	Existing: 0
<u>Added:</u>	<u>16,583 SF</u>	New: 0
Total:	55,192 SF	

**Note on parking:** City of Olympia zoning does not prescribe any minimum parking for a transit center use. There is currently no automobile parking provided on-site – not for employees of InterCity Transit or riders of InterCity Transit buses. Vehicular traffic of any kind on the site is strictly limited to transit vehicles operated by InterCity Transit's professional operators. Agency support vehicles also use the access ways on the site. These include InterCity Transit supervisory vehicles, maintenance vehicles and other service vehicles (City of Olympia garbage, police and EMS access within the adjacent public rights-of-ways and the bus lanes). All access and short-term use is consistent with internal bus lane restrictions posted for the site access and use. No other vehicles are permitted on site. This is considered essential for the safety of transit customers and pedestrians using the site and transitioning between transit modes in the area.

State Street: No changes, 8 existing metered parking stalls to remain  
Washington Street: No changes, 3 existing metered parking stalls to remain  
Olympia Ave: No Street parking currently, bus loading uses to remain  
Franklin Ave: Street Parking changed to bus loading as shown. Loss of 6 metered street parking stalls

Short Term Existing:	6
<u>Short Term Added:</u>	<u>10</u>
Total:	16 (minimum of 10 required)

Long Term Existing:	Existing unit lockers to be removed
Long Term Added:	10 (within enclosed room of building for employees)
Total:	10 (minimum of 10 required)

Figure 1 is a technical diagram of a storage cabinet. The cabinet is labeled with dimensions: 10'-2" width, 7'-0" height, 1'-3" depth, and 1'-1" spacing between components. The diagram shows a side view of the cabinet with labels: 9 wall-hung spaces, 1 floor-mount rack, Gear Lockers, and 1'-0" spacing at the base.

## STAFF BIKE ROOM ELEVATION

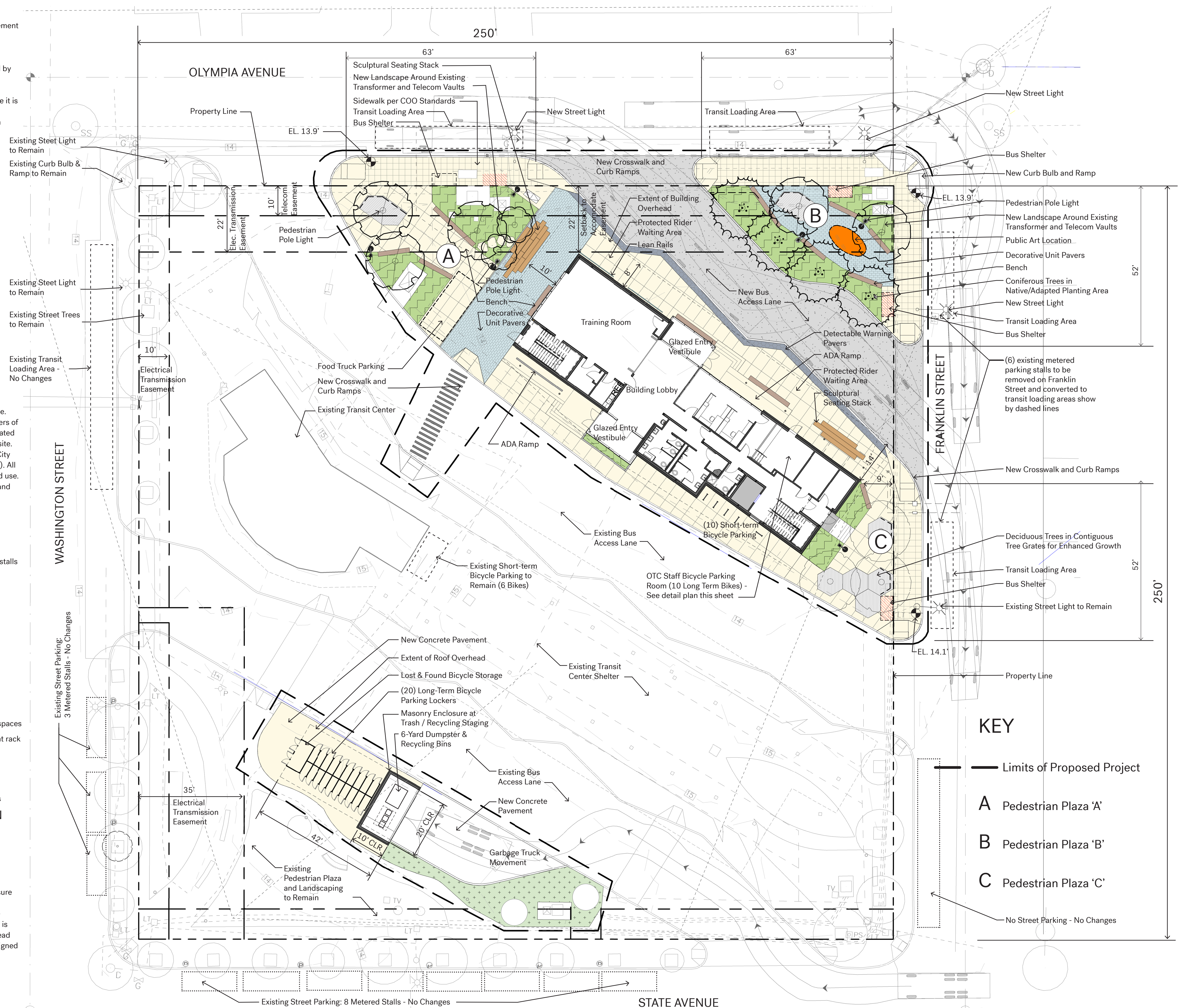
--9 wall hung spaces, utilizing *Sportworks Vertical + No Scrath Bike Racks*, placed at manufacturer's recommended spacing

--1 floor mount rack. utilizing *Sportworks Tofino Rack*

**Note on Bike Parking:** Long-term parking for 20 additional bicycles is provided by a new covered enclosure surrounded by metal mesh material, making each bike locker interior visible for safety. Each locker unit is individually locked by users. This proposed enclosure is south of the existing southern-most bus-lane (See Site Plan). These unit lockers would not be required by OMC. In addition, a larger individual locker is


provided for Intercity Transit to store lost-and-found bicycles. These long-term lockers and their overhead cover are adjacent to the new trash and recycling enclosure, forming a contiguous and thoughtfully designed site feature.

A



# PRELIMINARY SITE PLAN

Scale: 1"=16'



A horizontal scale bar with vertical tick marks at 0', 5', 10', 25', and 50'.

## KEY

- Limits of Proposed Project

A Pedestrian Plaza 'A'

## B Pedestrian Plaza 'B'

C Pedestrian Plaza 'C'

— No Street Parking - No Changes

GRS

110 UNION, SUITE 300  
SEATTLE, WA 98101  
206 973 1700

SRGPARTNERSHIP.COM

**Olympia Transit Center**  
**Intercity Transit**

**Olympia, Washington**

## and Use

Drawing Title  
**Preliminary Site Plan**

Drawing scales indicated apply to 24" x 36" drawing sheets. Scale may not be accurate if drawing plots are less than this size.

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Drawn by  
RG

checked by  
RG

June 26, 2018

Project No  
47020

Consultant Project No

Owner Project No

Drawing No

## A1.10