



**OLYMPIA DESIGN REVIEW BOARD
RECOMMENDATION**

CONCEPTUAL DESIGN REVIEW

**Community Planning &
Development**
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To: Hearing Examiner

Meeting Date: 6/27/2019

Time: 6:30PM

FROM: Nicole Floyd

PROJECT NAME: Intercity Transit, Pattison Site Expansion Phase II

PROJECT No.: 19-1636

PROJECT ADDRESS: 526 Pattison Street SE

PROJECT DESCRIPTION: Construction of a new administration and operation building (43,500sf), and a new fuel, wash, and facilities building (25,000sf).

APPLICANT: Eric Phillips of Intercity Transit

REPRESENTATIVE: Barb Berastequi or Stantec

ATTENDEES (listed alphabetically):

A = Absent; **X** = Excused; **R**=Recused

P = Present;

STAFF:

P	Duane Edwards (Citizen at Large)	P	Joseph Lavalley, (Architect)	P	Nicole Floyd (Senior Planner)
P	Robert Findlay Vice-Chair (Architect)	X	Angela Rush (Citizen at Large)		Cari Hornbein (Senior Planner)
P	Ingrid Gulden (Citizen at Large)	P	Virginia Sorrells (Citizen at Large)		Catherine McCoy (Associate Planner)
P	Jami Heinricher Chair (Citizen at Large)				Paula Smith (Associate Planner)
R	Bassim Kreem (Citizen at Large / Alt Architect)				Tim Smith (Principal Planner)

Context Plan: Recommend approval.

Preliminary Site & Landscape Plan: Recommend conditional approval with the following conditions to be addressed at the time of Detail Design Review:

1. Show landscaping and other site features that are intended to be greater than 30 in. above grade in the elevation plans with Detail Design Review.
2. The applicant shall revise the elevation plans to show proposed screening devices and plantings to ensure 60 percent coverage between two and eight feet in height along the wall.

Building Design: Recommend conditional approval with the following conditions to be addressed at the time of Detail Design Review:

1. Revise plans to ensure walls are modulated at intervals of no less than 30' where visible from pedestrians.
2. Buildings shall be modulated as shown in the PowerPoint presented at the Concept Design Review Board Meeting.

Vote: A motion to recommend approval of the context plan, conditional approval of the preliminary site and landscape plan, and conditional approval of the building design was made by Joseph Lavalle and seconded by Duane Edwards. Motion carried Ayes: 8, Nays: 0, Abstain: 0

Notes:

- The Board encouraged the applicant to add more of the green horizontal details from the existing building on the South site into the proposed design to accentuate the overall campus.
- The Board encouraged increased pedestrian amenities along Martin Way, with emphasis on benches for pedestrians not only adjacent to the administrative building but spanning the length of the frontage.

Memo Distribution:

- Applicant / Authorized Representative
- DRB Record
- DRB Members
- Parties of Record

**CITY OF OLYMPIA
Olympia Design Review Board**

**CONCEPT DESIGN REVIEW
STAFF REPORT
June 27, 2019**

Case / Project:	19-1636, Intercity Transit Expansion on Pattison
Applicant:	Intercity Transit
Project Representative:	Barb Berastequi of Stantec
City Staff Contact:	Nicole Floyd, Senior Planner
Site Address:	526 Pattison Street SE
Project Description:	Construction of a new administration and operation building (43,500sf), and a new fuel, wash, and facilities building (25,000sf).
Zoning District:	High Density Corridor 4
Applicable Design Criteria:	Basic Commercial and High Density
Comprehensive Plan:	Urban Corridor and High Density Neighborhood
Scenic Vista:	Not Applicable
Critical Areas:	None present
Notification:	Notice of the Neighborhood Meeting, Application, and Design Review Board Meeting was posted on the site, mailed to the adjacent property owners, and sent to Recognized Neighborhood Associations in the project vicinity on May 2, 2019.
Board Responsibility:	The Design Review Board will review the project to determine compliance with the applicable design criteria and make a recommendation to the Site Plan Review Committee regarding the adequacy of the projects design. The Hearings Examiner will make the final decision. Conceptual Design Review involves the major design elements of a project as they relate to the general project design and how they comply with the specific design criteria of the design district. In situations where explicit compliance is not feasible, the Olympia Municipal Code (OMC) encourages creative solutions in meeting the requirements as long as these design solutions are equal to, or better than, the guidelines listed in the requirement sections.

Staff Provided Assistance:

City staff evaluated the project based on the applicable design standards and prepared a variety of support materials including design review checklists to assist in the Board's assessment of this project (see attached). This report focuses on issues that staff recommends for Board discussion. Suggested conditions of approval have been provided for the Board's review and recommendation.

Project Context / Existing Site Conditions:

The project has been developing in phases over the last several years. The Intercity Transit Campus is broken into two distinct parcels, the “north” parcel which is adjacent to Martin Way and the “south” parcel which is where the current headquarters buildings are located. A development agreement was created between Intercity Transit and the City in 2015 to facilitate a clear understanding of a timeline for the phasing of the campus upgrades. This proposal before the Board represents Phase II of the development agreement and includes the final site work proposed on the south parcel. During construction of Phase I a significant portion of the stormwater improvements, upgrades to the fueling tanks and various other infrastructure improvements were completed that help set the stage for this next portion of site development. Now the applicant is proposing to complete the construction of two large buildings. The administrative building is proposed to be located on the corner of Pattison Street and Martin Way and the fuel/wash/maintenance building will be situated along Martin Way. On the site interior will be a large secure vehicle storage area intended for buses and vans. Future site work will likely include remodel and modification to the existing buildings on the “south” site.

Review of Design Criteria:

This project is required to comply with both the Basic Commercial Design Criteria (OMC 18.110) and the High Density Corridor Design Criteria (OMC 18.130). Staff reviewed the project for compliance with these criteria and has provided a detailed analysis within the attached Design Review Checklists. The checklists identify areas of compliance and deficiency. Recommended conditions of approval are provided for the Board’s consideration.

As outlined in the checklists, staff has found that the project design generally addresses the criteria within the code, however there are a few issues that staff suggests the Board pay specific attention to, as follows:

Modulation and Fences and Walls (OMC 18.110.040):

The code requires the minimization of the use of fences that inhibit pedestrian movement and that where fencing is necessary, it be of a human scale with gates, variation in fence height, visual interest, repeating of building materials, and well lit. Given the use of the site, it is clear that this site cannot minimize the use of fencing because the vast majority needs to be inaccessible to the general public. Instead, the applicant has broken the site into areas where the public will circulate and areas where employees will circulate. The internal site (which includes much of the perimeter) will be fenced. Plans do not show the fencing type in detail, except to say “sight obscuring fencing”. The elevations show what appears to be a wooden fence. The area between the administrative building and the fuel, wash, facilities building is proposed to include a 75 ft. long, 8 ft. tall fence parallel to Martin Way. Landscaping is provided to help screen the fence, however it is unclear if this landscaping will adequately address the code requirement. Additional information should be provided to help determine how human scale is being supported with this fencing. The fence does appear to include variation, or texture and is unclear how the materials repeat use of building façade materials.

Condition of Approval: Break up large expanses of fences along street frontages to enhance the pedestrian environment. Generally, break up fencing at intervals no greater than 30 ft. Add elements from the building into the fencing.

Street walls / Transparency OMC 18.110.090:

The code requires 60 percent transparency on the ground floor on both street frontages for displays or to reveal services available where appropriate. The administrative office building on the corner of

Pattison Street and Martin Way meets this requirement, but the fuel/wash/and facilities building falls short of meeting the standard. Efforts to create transparency are evident, however due to the buildings intended use full compliance does not seem practical. Staff does not find that the full compliance with this requirement is appropriate, but questions the viability of the various options of alternative methods listed in the code. The code suggests providing pedestrian areas, enhanced vegetation, or other similar features. It is noteworthy that the requisite amount of modulation is also not provided along this frontage. Adding transparency and/or modulation or other features might be appropriate and could satisfy a few of the code provisions related to this street frontage. If deemed appropriate, the Board could add a condition of approval asking for improvements to the frontage by providing a pedestrian area, enhanced vegetation, or other features as an alternative to the glazing as is outlined in the code as potential alternatives to glazing.

Weather Protections in the Right of Way (OMC 18.110.110):

The weather protections provided along the administrative building are well designed and clearly support pedestrian movements. The awnings along the fuel, wash, facilities building are placed in locations that may provide building definition, but do not appear to connect to apparent pedestrian pathways. A specific amount of awning protection is not established in the code. Further clarification regarding their purpose and intended use and design maybe beneficial.

Parking Structures (OMC 18.110.170) / Screening of Surface Parking (OMC 18.130.040):

A minimum of 60 percent of the street façade between two and eight feet in height must be screened when placed on a street frontage. The parking proposed in the administration building is directly adjacent to Pattison Street and must comply with this standard. Plans do not show the requisite screening. The code establishes several ways in which to obtain compliance such as decorative metal grille work, artistic detailing, vertical trellises, and landscaping. The landscaping plan indicates several trees, shrubs and ground covers will be installed in the landscaping area between the sidewalk and the street, however it is not clear if this landscaping alone will adequately provide screening. Additionally, all surface parking facing a street must be screened with landscaping, berms or low walls. It is unclear if surface parking areas will be adequately screened.

Proposed Condition of Approval: The applicant shall revise the elevation plans to show proposed screening devices and plantings to ensure 60 percent coverage between two and eight feet in height along the wall.

Screening of Blank Walls (OMC 18.110.200):

The code requires for long expanses of blank walls or fences to be screened. The fencing along Martin Way between the buildings and the fencing behind the administrative structure separating the public and employee only area appear to be long expanses of fencing/walls. The elevations do not show screening, but the landscaping plan shows a series of trees and shrubs in these locations. It is likely that these plantings will adequately screen the long expanses of fencing, however in some areas it is somewhat unclear if plantings are proposed on the inside or outside of the fencing. For example, the landscaping plan shows a fenced employee area along Martin Way associated with the fuel, wash, and facilities building that includes vegetation on the inside, but not outside of the fence. This area is not easily identifiable from the elevation plans, but can be seen on the landscaping plan. Elevation plans that show landscaping would help show the effect the proposed landscaping has on the long expanses of fencing and other portions of the building. This is necessary to determine if the landscaping adequately screens these long expanses of fences.

Condition of approval: Show landscaping and other site features that are intended to be greater than 30 in. above grade in the elevation plans with Detail Design Review.

Building Design (OMC 18.130.030):

The code requires all walls visible to pedestrians that are over 30 ft. in length to be modulated and building elements to be articulated. The façade along the administrative building comply, but there are some areas along the façade of the fuel, wash, and facilities building that are 45 ft. in length without modulation. Plans should be revised to comply.

Condition of Approval: Revise plans to ensure walls are modulated at intervals of no less than 30 ft. where visible from pedestrians.

Written Public Comments:

Although this Design Review Board meeting is open for public attendance, oral testimony or comments will not be solicited or permitted to be submitted at the meeting. Written comments related to project design may be submitted in advance of the meeting.

To date, no written comments related to design have been submitted for this project. Any comments submitted following the packet distribution, must be submitted to the project planner before 4:00 p.m. on the day of the meeting to allow for processing and distribution.

Staff Recommendation:

Based on review and analysis of the applicable Design Review Code Criteria, staff has determined that the proposal meets the intent of the Design Review requirements. Staff recommends the Design Review Board to recommend approval of the Conceptual Design to the Site Plan Review Committee, with the following conditions:

- A. Context Plan:** Recommend approval.
- B. Preliminary Site & Conceptual Landscape Design:** Recommend conditional approval as follows:
 - 1. Show landscaping and other site features that are intended to be greater than 30 in. above grade in the elevation plans with Detail Design Review.
 - 2. The applicant shall revise the elevation plans to show proposed screening devices and plantings to ensure 60 percent coverage between two and eight feet in height along the wall.
 - 3. Break up large expanses of fences along street frontages to enhance the pedestrian environment at intervals no greater than 30 ft. Add elements from the building into fencing.
- C. Preliminary Building Design:** Recommend conditional approval as follows:
 - 1. Revise plans to ensure walls are modulated at intervals of no less than 30' where visible from pedestrians.

Submitted By: Nicole Floyd, Senior Planner
360.570.3768, nfloyd@ci.olympia.wa.us

- **Attachment 2:** Design Review Checklists (Basic Commercial OMC 18.110 & Downtown OMC 18.120)
- **Attachment 3:** Concept Design Review application and plans

CITY OF OLYMPIA
BASIC COMMERCIAL DESIGN CRITERIA
Chapter 18.110

Project Name: Intercity Transit Expansion on Pattison (19-1636)

Concept Design Review: Checklist Filled out by Nicole Floyd, Senior Planner for the 6/27/2019 DRB Meeting

Detail Design Review - TBD

18.110.020 – Frontage

A. REQUIREMENT:			Buildings must abut at least fifty percent (50%) of the street frontage. Gaps in frontage between buildings on a single project may not exceed eighty (80) feet in length.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Staff Response for Conceptual Review: The bulk of the building is approximately 5' from the front property line on Martin Way. Setbacks vary to provide modulation. A 75 ft. long gap between the two buildings is proposed. A sight obscuring fence is proposed to span the gap. The fencing is necessary for security, and the applicant anticipates constructing it of similar materials as the building to enhance the pedestrian environment. Further review of this element will be provided later in the checklist. The secondary frontage on Pattison is setback approximately 10 ft. The project is consistent with the code.

18.110.030 – Connections

A. REQUIREMENT:			Provide driveway and sidewalk connections to and through the development to adjoining streets, bus stops, designated urban trails, and properties, where access exists or reasonable connections are possible. If a parking lot lies between the building entry and an adjacent public street, a pedestrian walkway at least six (6) feet wide shall be provided between them. In all other cases, on-site sidewalks shall have a passable width of at least four (4) feet. All crossings of vehicular travel lanes shall be clearly marked.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Provide clear pedestrian circulation routes on site.
- ☒ Minimize curb cuts by sharing driveways and access from side streets whenever possible.
- ☐ On large sites where no public streets exist, create a grid street system within the project.
- ☒ Locate storm drainage ponds, swales, and other drainage system components so they do not unreasonably impede pedestrian access to or between buildings.
- ☒ Provide a direct and clear visual connection through the buildings to the front street if parking is located behind the buildings.
- ☒ Provide signs for pedestrians and vehicles within the site, if necessary.
- ☒ Provide walkways through parking bays and adjacent to landscape islands.

Staff Response for Conceptual Review: Plans show careful consideration regarding the pedestrian circulation and restricted access areas. Visitor parking, building entries, and pedestrian pathways are shown in plans surrounding those areas that are accessible to the public. Internal circulation will be restricted to employees only. Painted pathways 6' wide are shown on plans throughout the site to ensure safe walking routes in and around the bus yard and connecting the various buildings. Such pathways are not elevated because it would impede bus movements. It is unclear how these internal pathways are to be defined. A likely approach is to paint the pathways onto the asphalt because this would allow for future modification to the bus storage areas.

18.110.040 – Fences and walls**A. REQUIREMENT:**

Complies



Conflicts



N/A



Minimize the use of fences that inhibit pedestrian movement or separate the project from the neighborhood and adjoining streets. Front yards shall be visually open to the street. Where fencing is necessary, maintain a human scale along the street by providing pedestrian connections through use of gates or openings at frequent intervals.

B. GUIDELINES:

- ☐ Provide variation in fencing through use of stepped fence heights or small setbacks.
- ☐ Add visual interest by providing variation in fence materials, texture, or colors.
- ☐ Provide landscape screening to break up long expanses of fencing.
- ☐ Repeat use of building facade material on fence columns and/or stringers.
- ☐ Provide lighting, canopies, trellises or other features to add visual interest.

Staff Response for Conceptual Review: The code requires the minimization of the use of fences that inhibit pedestrian movement and that where fencing is necessary it be of a human scale with gates, variation in fence height, visual interest, repeating of building materials, and well lit. Given the use of the site, it is clear that this site cannot minimize the use of fencing because the vast majority needs to be inaccessible to the general public. Instead, the applicant has broken the site into areas where the public will circulate and areas where employees will circulate. The internal site (which includes much of the perimeter) will be fenced. Plans do not show the fencing type in detail, except to say “sight obscuring fencing”. The elevations show what appears to be a wooden fence. The area between the administrative building and the fuel, wash, facilities building is proposed to include a 75 ft. long, 8 ft. tall fence parallel to Martin Way. Landscaping is provided to help screen the fence, however it is unclear if this landscaping will adequately address the code requirement. Additional information should be provided to help determine how human scale is being supported with this fencing. The fence does appear to include variation, or texture and is unclear how the materials repeat use of building façade materials.

Condition of Approval: Break up large expanses of fences along street frontages so that and enhance the pedestrian environment. Generally, break up fencing at intervals no greater than 30 ft. Add elements from the building into fencing.

18.110.050 – Pedestrian amenities**A. REQUIREMENT:**

Complies



Conflicts



N/A



Provide pedestrian amenities in places where people typically gather, including but not limited to, transit stops, building entrances, or street corners. These spaces must include seating, landscaping, and at least two of the following:

1. Patterned materials on walkways;
2. Shelters;
3. Trash receptacles;
4. Drinking fountains;
5. Pedestrian lighting, light bollards, or alley lighting;
6. Fountains, sculptures, mobiles, kiosks, or banners;
7. Street trees, flower boxes, or container landscaping in alleys;
8. Street vendor stations where appropriate; or,
9. Bike racks.

Staff Response for Conceptual Review: Plans show landscaping, a bus shelter, and bike racks. The only other requirement is a bench, which does not appear to have been shown on plans. This is a simple revision and can easily be addressed with Detail Design Review.

18.110.060 – View preservation**A. REQUIREMENT:**Complies
☐Conflicts
☐N/A
☒

In order to protect the existing outstanding scenic views which significant numbers of the general public have from public rights-of-way, applicants for development must consider the impact their proposal will have on views of Mt. Rainier, the Olympic Mountains, Budd Inlet, the Black Hills, the Capitol Building, and Capitol Lake or its surrounding hillsides. All development must reserve a reasonable portion of such territorial and immediate views of these features for significant numbers of people from public rights-of-way, and shall provide lookouts, viewpoints, or view corridors so that visual access to existing outstanding scenic vistas is maintained.

Refer to the Scenic Vista overlay zoning maps available at the Community Planning and Development Department.

18.110.070 – Building location and design**A. REQUIREMENT:**Complies
☒Conflicts
☐N/A
☐

1. Place commercial buildings on the street edge and locate parking on the side or behind the building. Parking lots shall not be located on corners. Exceptions may be made where an alternative building location would provide as good or better pedestrian access. Exceptions may be made in the Auto Oriented Design District and in the HDC-4 Capital Mall area (see OMC Section 18.130.060).
2. Entrances to buildings shall be clearly articulated and obvious from the street.
3. Commercial and public buildings over three (3) stories must have a clearly defined base at street level that is no more than two stories high.

Staff Response for Conceptual Review: The site is situated on the corner of Pattison Street and Martin Way. The building has been placed at the intersection and parking is located to the side and behind the building. Parking is tucked under the building along Pattison Street. The building entry is clearly articulated from the street.

18.110.080 – Maintaining human scale**A. REQUIREMENT:**Complies
☒Conflicts
☐N/A
☐

Use design elements to maintain a human scale at the street. Projects requiring a conditional use permit in a residential zone must incorporate elements that relate to existing buildings in the neighborhood.

B. GUIDELINES:

- ☐ Where there is a strong sense of human scale neighborhood identity, use building modulation, roof forms, windows, materials, and details that are similar to the neighborhood buildings.
- ☐ Articulate façade design features to reduce the apparent size of large buildings. Design elements may include, but are not limited to: facade modulation, cornices, window patterns, plazas, porches, patios, decks, covered entries, balconies, bay windows, dormers, stepped roofs, gables or other roof elements, a variety of cladding materials, lighting fixtures, trellises, trees or other landscape features, and multiple paint colors and building materials.
- ☒ Locate retail shops with display windows at the street level around the exterior of larger commercial buildings.

Staff Response for Conceptual Review: This High Density Corridor does not have a strong sense of human scale and has previously been developed with an over-riding emphasis on the automobile. This project will significantly alter the street frontage along both Pattison Street and Martin Way. This project is not in a residentially scaled area and reducing the

mass of the building is not necessary. Efforts are being made to improve the pedestrian environment, including street corner activation, awnings, a bike lane, sidewalk and landscaping features.

18.110.090 – Street walls

A. REQUIREMENT:			Use a high proportion of clear or lightly tinted glass at the street level for displays or to reveal services available where appropriate. This glass shall cover or comprise at least sixty (60) percent of the building face between two (2) and eight (8) feet in elevation above the sidewalk. If glass is not possible, at least one (1) of the following, or an equivalent, shall be substituted for glazing on the building walls fronting on a street, sidewalk, or other pedestrian walkway visible to pedestrians. The following guidelines are listed in order of preference. Wall segments without such treatments should not exceed thirty (30) feet in length:
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Ornamental and structural architectural details that provide texture to the building surface; or,
- ☐ Climbing plants, vines, trees, or other vegetation that, within three (3) years of planting, can reasonably be expected to cover or screen the wall to the degree required to comply with this section; or,
- ☒ A pedestrian area, consistent with Section 18.06.100, Development Standards, located along the southern, eastern, or western exposure of a building face at a transit stop, intersection corner, or other location.

Staff Response for Conceptual Review: The ground floor of the administrative office building at the intersection of Pattison Street and Martin Way meets this requirement. The fuel, wash and facilities building does not comply. The use of the fuel and wash building is not retail and interior uses do not lend themselves to compliance with this requirement. Staff encourage the board to evaluate the overall project related to glazing and its appropriateness given the site use and intent of the requirement. The code allows for modification where appropriate and encourages alternatives. A condition of approval could be added that asks the applicant to enhance the frontage by providing a pedestrian area, enhanced vegetation, or other features as an alternative to the glazing. Such a condition would need to be added.

18.110.100 – Windows

A. REQUIREMENT:			Windows shall provide relief, detail, and variation to building facades and shall be in harmony with the character of the structure.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☐ Provide variation in rhythm both horizontally and vertically.
- ☐ Use windows that are recessed or protruding such as bay windows.
- ☐ Use visually significant window elements, including lintels, sills, casings, mullions, and frame dimensions.
- ☒ Provide more glazing area on the ground floor than on the upper floors.

Staff Response for Conceptual Review: Windows are playing a vital role in design for this project. A mix of transparent and spandrel glass are proposed along the bulk of the frontage of the corner building. The glass plays a central role in the overall building design. Further review of the glass materials will be conducted at the detail design review.

18.110.110 – Projections into the right-of-way			
A. REQUIREMENT:			In order to create a positive visual experience for the pedestrian moving along the street, add interest and variety to building facades by using projections into the right-of-way.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Use any of a variety of projections such as awnings, trellises, planter boxes, bay windows, balconies, canopies and porticos. When awnings are used they should cover the pedestrian clear zone (the 42 in. of sidewalk immediately adjacent to the building).

Staff Response for Conceptual Review: Awnings are proposed along portions of the frontage on both buildings facing Martin Way. Full coverage is provided at the corner of the administration building and the coverage wraps around a portion of the building along Pattison Street. Awnings on the facilities building appear to conflict and/or not match up with landscaping areas. Further refinement of these areas would help ensure they are functional and provide pedestrians with weather protection.

18.110.120 – Roofs			
A. REQUIREMENT:			Provide relief, detail and variation to roof lines.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Use cornices at upper edge of façades or soffit overhangs on rooflines that abut the street.
- ☐ Use landscaped roof terraces and gardens on buildings that are stepped back from the street.

Staff Response for Conceptual Review: Buildings show strong roof elements with a variety of materials proposed.

18.110.130 – Corners			
A. REQUIREMENT:			Create pedestrian friendly building elements at intersections and alley entrances.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☐ Incorporate features such as inset or angled corners and entrances, display windows, or corner roof features.

Staff Response for Conceptual Review: Significant efforts to create a prominent pedestrian entry at the intersection of Pattison Street and Martin Way are evident. The building will significantly improve the pedestrian environment at this intersection. The plan includes a covered entry and an elevated “front porch” type environment. It includes a tall first floor with extensive glazing.

18.110.140 – Consistency			
A. REQUIREMENT:			Buildings shall have a consistent visual identity from all sides visible to the general public; except, building walls adjacent to alleys in the downtown design district.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Use consistent exterior materials, architectural detailing, and color schemes.
- ☒ Buildings should present a comparable level of quality of materials, detailing and fenestration.

18.110.150 – Colors and materials**A. REQUIREMENT:**

Complies



Conflicts



N/A



Use building materials with texture and pattern (such as brick) on exterior building walls and large surfaces. Reserve brightly saturated colors for trim or accents.

B. GUIDELINES:

- ☐ Avoid large expanses of highly tinted or mirrored glass.
- ☐ Do not use highly reflective exterior materials (except glazing) where glare would affect nearby buildings or traffic.

Staff Response for Conceptual Review: The materials proposed appear to be appropriate for the area. Colors have not yet been submitted and a more thorough review will be conducted by the Board at the Detail Design Review.

18.110.160 – Lighting**A. REQUIREMENT:**

Complies



Conflicts



N/A



Use lighting to emphasize the building and landscaping, and to provide visibility and general security. Lighting shall not shine off-site or into adjacent buildings

B. GUIDELINES:

- ☐ Use lighting to emphasize key architectural elements and landscape features.
- ☐ Use adequate lighting along sidewalks and alleys to provide well-lit pedestrian walkways.

Staff Response for Conceptual Review: A preliminary lighting plan is included in the submittal that shows lighting in various locations around the site and building. These lights appear consistent with the requirement. Further review will be conducted with the future Detail Design Review.

18.110.170 – Parking structures**A. REQUIREMENT:**

Complies



Conflicts



N/A



Vehicle entries to garages shall be recessed at least six (6) feet from the street facade plane. At least sixty (60) percent of the street façade between two (2) and eight (8) feet above the sidewalk, shall have at least one (1) of the treatments listed below.

B. GUIDELINES:

- ☐ Transparent windows (with clear or lightly tinted glass) where pedestrian-oriented businesses are located along the facade of the parking structure; or,
- ☐ Display windows; or,
- ☐ Art or architectural treatment such as sculpture, mosaic, glass block, opaque art glass, relief art work, or similar features; or,
- ☐ Decorative metal grille work or similar detailing which provides texture and covers the parking structure opening; or,
- ☐ Vertical trellis or other landscaping or pedestrian plaza area.

Staff Response for Conceptual Review: At grade vehicular parking is proposed along Pattison Street. The elevation plan does not show the type of screening, artwork, or other features intended to meet this requirement. The landscaping plan shows plantings and street trees along this frontage that will provide some screening.

Condition of Approval: Show the proposed features that will provide texture and screening to the surface level parking. Use artwork, metal grille work or similar detailing that provides texture and covers the parking structure openings.

18.110.180 – Plant selection

A. REQUIREMENT:			Select plants that are compatible with planting conditions and existing landscaping. Plant trees that at their mature, natural size will be well-suited to the planting location. Avoid use of invasive species adjacent to critical areas. Do not plant noxious weeds, as defined by the Thurston County Noxious Weed Control Program (lists are on file with Thurston County or the City's Community Planning and Development Department).
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Provide visual continuity with the existing streetscape by coordinating tree and shrub species with established, healthy landscaping.
- ☒ Consider mature tree size in relation to planting area dimensions and soil type.
- ☒ Avoid a haphazard appearance by using a limited number of plant species.
- ☐ Choose native plant species for primary landscaping; limit use of exotic plant species to areas of interest or effect.

Staff Response for Conceptual Review: The concept landscaping plan shows appropriate plants for the environment. A more detailed review of the planting plan will be conducted with the Detail Design Review Application.

18.110.190 – Screening site services

A. REQUIREMENT:			Show the location of all mechanical equipment and utility vaults on both site and landscape plans early in the design process. Provide visual screening so that mechanical equipment and utility vaults are not visible from adjacent public rights-of-way, or adjacent dwelling units. Screen roof-top mechanical and communications equipment on all sides.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☐ Locate mechanical equipment and utility vaults on the least visible side of the building and/or site.
- ☐ Screen at-grade locations with vertical plants such as trees, shrubs or ornamental grasses.
- ☐ Screen or paint wall mounted mechanical equipment to match the building.

Staff Response for Conceptual Review: The bulk of the site services will not be visible by the public as they will be located behind the sight obscuring fencing and inside the bus storage yard. A further review of any visible site services will be conducted with the Detail Design Review.

18.110.200 – Screening blank walls

A. REQUIREMENT:			Use a variety of landscape materials along lengthy expanses of blank walls or fences.
Complies	Conflicts	N/A	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☐ Screen walls or fences with a combination of trees, shrubs and vines.
- ☐ Use irrigated raised planter boxes for screening purposes.
- ☐ In narrow planting areas adjacent to walls or fences, use espaliered trees or shrubs and vines.

Staff Response for Conceptual Review: The code asks for long expanses of blank walls or fences to be screened. The fencing along Martin Way between the buildings and the fencing behind the administrative structure separating the public and employee only area appear to be long expanses of fencing/walls. The elevations do not show screening, but the landscaping plan shows a series of trees and shrubs in these locations. It is likely that these plantings will adequately screen the long expanses of fencing, however in some areas it is somewhat unclear if plantings are proposed on the inside or outside of the fencing. For example, the landscaping plan shows a fenced employee area in along Martin Way

associated with the fuel, wash, and facilities building that includes vegetation on the inside, but not outside of the fence. This area is not easily identifiable from the elevation plans, but can be seen on the landscaping plan. Elevation plans that show landscaping would help show the effect the proposed landscaping has on the long expanses of fencing and other portions of the building. This is necessary to determine if the landscaping adequately screens these long expanses of fences.

Condition of approval: Show landscaping and other site features that are intended to be greater than 30 in. above grade in the elevation plans with Detail Design Review.

**CITY OF OLYMPIA
COMMERCIAL DESIGN CRITERIA
HIGH DENSITY CORRIDOR (HDC)
Chapter 18.130**

Project Name: Intercity Transit Expansion on Pattison (19-1636)

Concept Design Review: Checklist Filled out by Nicole Floyd, Senior Planner for the 6/27/2019 DRB Meeting

Detail Design Review - TBD

18.130.020 – Building Orientation			
A. REQUIREMENT:			<ol style="list-style-type: none"> 1. Primary building entries, storefront windows, and building facades shall face the street, create a continuous row of storefronts along the street frontage, and provide direct access from the street to the building. In the case of multifamily housing or townhouse projects, stoops and porches or distinctive entryways can substitute for commercial storefront window openings. 2. In the case of buildings at corners of street intersections, this requirement applies to both street frontages. An entrance at the corner would meet this requirement. 3. HDC-4 exceptions: The following exceptions apply if excellent pedestrian connections to the HDC street are provided: <ol style="list-style-type: none"> a. Building entries need not face the HDC street edge but may be located on the corner, off a publicly accessible pedestrian plaza or on the side of the building. All other applicable design guidelines apply. b. Hotels and multifamily developments may be set back greater than 10 feet provided that the setback area does not include parking. c. Setbacks may be increased where street improvements do not exist or where they do not provide the separation from vehicles as described in the Development Guidelines and Public Works Standards (Street Standards) to include the additional distance required by those standards for sidewalk and planter strips. The setback area may not include parking.
Complies <input checked="" type="checkbox"/>	Conflicts <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	

B. GUIDELINES:

- ☒ Locate service and delivery entries in the rear whenever possible.
- ☒ On transit routes, site design should accommodate transit.

Staff Response for Conceptual Review: The primary building entry is oriented towards the corner of a street intersection. The structures do not include stores, but the building design incorporates several elements that create a façade at the street level on both frontages.

18.130.030 – Building design			
A. REQUIREMENT:			Where visible to pedestrians, walls over thirty (30) feet in length shall be modulated and building elements shall be articulated. Orient buildings and locate windows to provide privacy, to the extent practical, both within the project and to the adjacent residential neighborhood.
Complies	Conflicts	N/A	
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

B. GUIDELINES:

- ☒ Provide vertical and horizontal modulation in the façade;
- ☒ Provide features that identify a clear base to the building;
- ☒ Provide recessed entries;
- ☒ Provide awnings, canopies, marquees, building overhangs, or similar forms of pedestrian weather protection. Such elements should be at least four and one half (4-1/2) feet wide and cover at least eighty percent (80%) of the length of buildings, including entries, which abut a pedestrian walkway, subject to Section 18.06.080, Commercial Development Standards.
- ☒ Use fenestration;
- ☒ Vary roof lines; use dormers;
- ☐ Provide porches or balconies.

Staff Response for Conceptual Review: There is one section of the facilities building that includes a wall of approximately 46 ft. in length without modulation or other building elements and the fencing between the two buildings spans 75 ft. without modulation. The 30 ft. length is a requirement, therefore plans will need to be revised to comply.

Awnings are provided in several prominent locations across the frontage. While the coverage does not reach the 80 percent requested by the guideline, this is only one of many guidelines listed to meet the code requirement. Several other features are provided that achieve compliance, therefore awnings covering 80 percent of the frontage is not required. The awnings provided help provide a pedestrian friendly building design.

Condition of Approval: Revise plans to ensure walls are modulated at intervals of no less than 30 ft. where visible from pedestrians.

18.130.040 – Surface parking			
A. REQUIREMENT:			Locate parking behind or on the side of buildings. On corner lots, parking shall not be located on the corner. Minimize curb cuts and provide landscaping, berms and/or low walls for screening.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Staff Response for Conceptual Review: The visitor parking is located under the building at ground level along the frontage of Pattison Street. It has been strategically located to tuck in behind the building frontage and prominent intersection of Pattison Street and Martin Way. It is unclear if the street level surface parking will be adequately screened. The landscaping plan shows several trees and shrubs directly in between the sidewalk and the parking lot, but metal work or other features that would allow climbing plants has not been identified.

Condition of Approval: Show how screening of the surface level parking below the building on the Pattison Street frontage is being provided.

18.130.050 – Historic building types – HDC 1 and HDC 2**A. REQUIREMENT:**

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

(Project is not in the HDC 1 or 2 Zone)

In HDC 1 and 2 districts, buildings shall include similar details to one of the historic building types as found on the corridor and in the adjacent neighborhoods. Orient buildings and locate windows to provide privacy, to the extent practical, both within the project and to the adjacent residential neighborhood. In the case of multifamily housing or townhouse projects, stoops and porches or distinctive entryways can substitute for commercial storefront window openings.

B. GUIDELINES:

- ☐ Craftsman design may include:
 - ☐ Wide pitched roofs with broad overhangs;
 - ☐ Visible structural detail such as rafter tails and knee brackets;
 - ☐ Heavy porch columns;
 - ☐ Deep covered porches;
 - ☐ Broad, horizontal lines.
- ☐ Vernacular design may include:
 - ☐ Gable roof;
 - ☐ Horizontal clapboard exterior material;
 - ☐ Vertical windows;
 - ☐ Minimal detailing.
- ☐ Tudor design may include:
 - ☐ Steeply pitched gabled or hipped roofs and cross-gables;
 - ☐ Stone, stucco or brick (sometimes with decorative patterns);
 - ☐ Arched doorways;
 - ☐ Tall, vertical proportions.

18.130.060 – HDC 4-Capital Mall**A. REQUIREMENT:**

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

(Project is not in the Capital Mall District)

A. Pedestrian Streets - 4th Avenue West and Kenyon Street. (Pedestrian Street Requirement does not apply to existing mall vehicular circulation.)

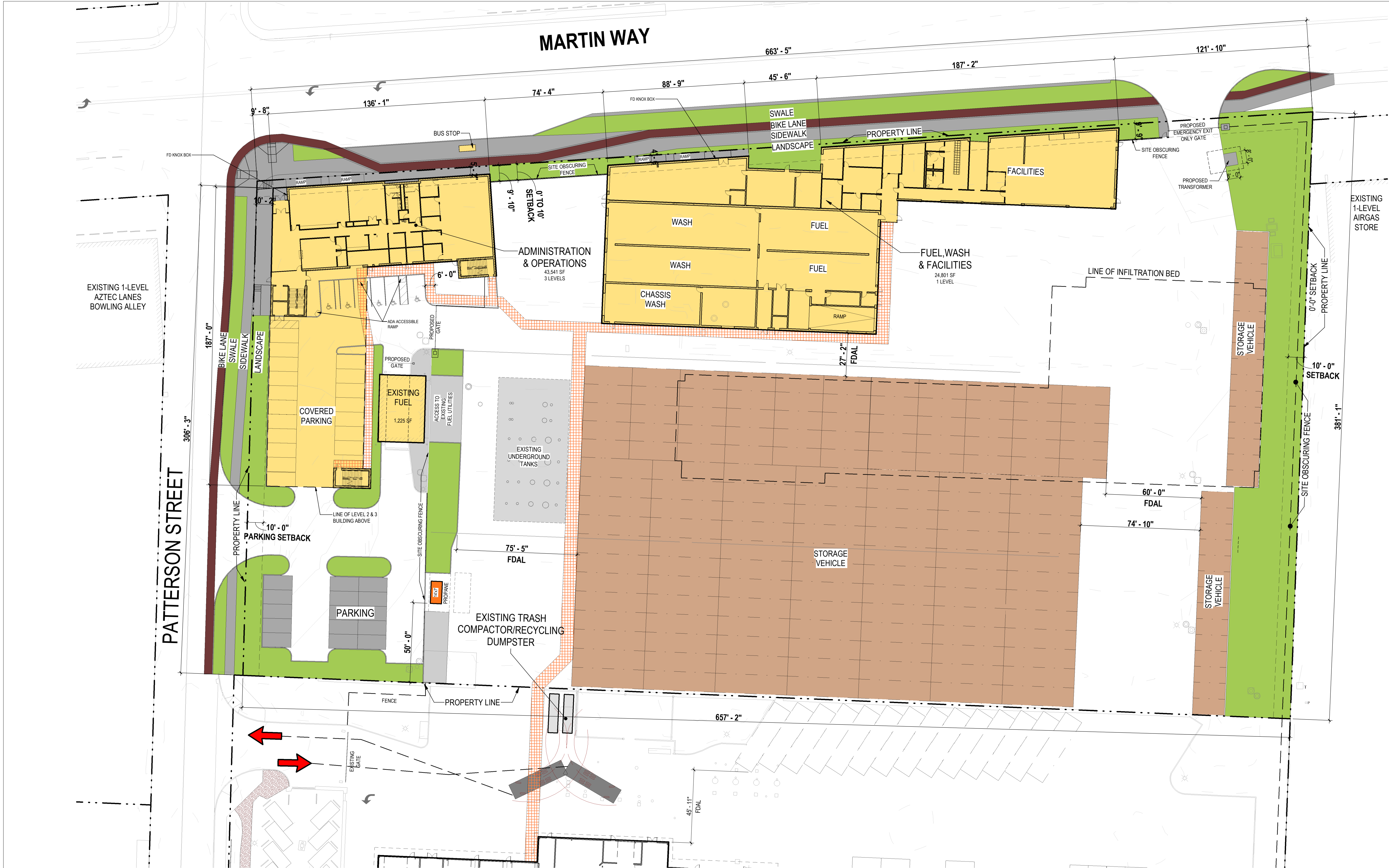
1. Building Frontages. Buildings are required to front the sidewalk and be a minimum of 20 feet in height. The building facades shall convey an urban character and include significant retail office storefronts at the ground level. (Building frontage requirement does not apply to below grade structures.) No less than 60% of the street-level building facade, between 2 feet and 8 feet above grade, shall be transparent storefront. Mixed-Use development, including residential and office uses, is encouraged on upper levels. Variations from the setback are allowed in order to encourage unique storefront building design features, and to create plazas. Canopies, arcades and/or colonnades shall be provided as overhead weather protection.
2. Interim Surface Parking Allowance. Interim surface parking is allowed along 4th Avenue W and Kenyon Street as long as minimum 20 foot sidewalk / landscape area (see required sidewalks below) is provided. The area within 60 feet of the sidewalk/landscape link should be planned for future infill development. The planning of this area shall be reviewed by the Design Review Board for consistency with Pedestrian Street

requirements, other design standards and street slope conditions along 4th Avenue W. and Kenyon Street.

3. Required Sidewalks. 15 foot sidewalk with street trees when building faces street; (Staff note: Current major commercial collector street standards include a 10 foot sidewalk. Urban designers suggest that a wider sidewalk is necessary where a retail/commercial storefront is combined with a canopy and street tree.) 20 foot linkage when parking lot faces the street. The linkage will include a 10 foot sidewalk and a 10 foot landscaped planter. See street cross section illustrations. (This allows for development of full street improvements when buildings are developed that face the street edge.)
- B. Building Focal Points. A focal point, including tower elements and entryway features shall enhance street intersections, plaza areas and mall entry points. (Renovation of existing mall entries shall not be required when minor renovations - such as a new coat of paint or new signage - or interior remodeling by tenant or anchor store are constructed within existing building envelope.) Renovated exterior entry and new mall entries shall include significant entry features, retail facades, display windows and streetscape elements to enhance the pedestrian experience, improve safety, and encourage walking between uses in the area.
- C. Transit Facility. A Transit stop or facility shall be integrated into the Capital Mall Area. It shall be located to provide a direct link to the shopping mall while supporting transit plans for the area. Transit stop or facility location can change as mall area expansion occurs over time. Transit stops will: a) be a short walking distance to the significant building entrance, b) be located at a safe and attractive location, c) be weather protected, d) have adequate space to accommodate transit arrivals and departures and, e) be efficiently integrated into a transit route.
- D. Significant Building Entry. At the north side of the mall a significant entry shall be provided. (Development of this site feature is required when expansion on the north side of the Capital Mall Area meets or exceeds a cumulative total of 100,000 SF of new floor area). It is recommended that the Significant Building Entry be oriented toward Kenyon Street. The design of this entry shall include a tower element that is visible from intersection of Black Lake Blvd. and Capital Mall Drive. This element is allowed to extend up to 30 feet beyond the height limit. The feature tower shall be subject to Design Review Board approval based on design appropriateness and compatibility with overall shopping center renovation design.
- E. Urban Plaza. An urban plaza shall be located in the general area shown on the attached diagram. (Development of this site feature is required when expansion on the north side of the Capital Mall Area meets or exceeds a cumulative total of 100,000 SF of new floor area.) The plaza shall be integrated with a Significant Building Entry.
- F. Pedestrian Linkages. Increments of new development, including parking lot expansion, shall include landscaped illuminated walkways or paths that link the new mall development to surrounding

commercial development, allowing people to walk or bike through parking areas safely and conveniently. (Pedestrian linkages shall be added and integrated into any parking lot expansion consistent with UDC Chapter 18.36 Landscaping and Screening regulations.) The intent is that pedestrian linkages and parking lot improvements be made incrementally as building improvements are made--not to require the entire mall parking lot to be improved at once but in proportion to the amount of mall area being developed.

- G. Site Access Points. These would create an urban block pattern along 4th Avenue by locating intersecting streets or pedestrian paths between buildings. (The Site Access Point may be connected to parking or internal circulation in the mall, but not impose block pattern to the mall as long as adequate vehicle and illuminated pedestrian connections are maintained to the surrounding High Density Corridor street network.) These shall be developed incrementally when buildings are added in the Capital Mall area and when 4th Avenue street improvements are made.



FIRE DEPARTMENT STANDARDS:
FIRE DEPARTMENT ACCESS LANE = FDAL
MINIMUM UNOBSTRUCTED WIDTH = 24'-0"

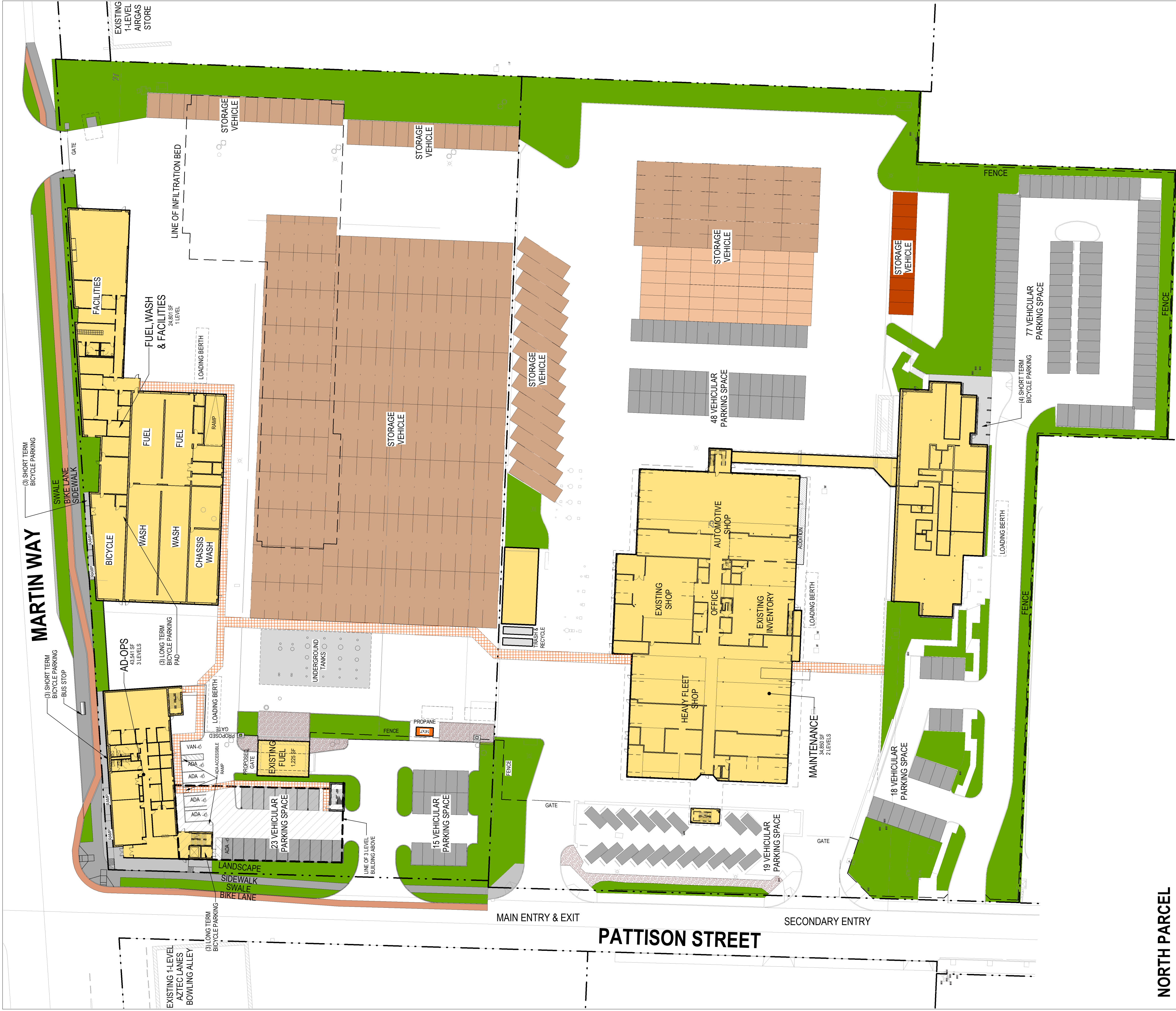
NORTH PARCEL: HDC-4 DEVELOPMENT STANDARDS:

SETBACK
FRONT SETBACK = 0 - 10'
REAR SETBACK = 0' *
SIDE YARD SETBACK = 0' for buildings
PARKING LOT SETBACKS:
FRONT 10' of perimeter landscaping
WEST SIDE: 10' with type I landscape buffer
REAR: 0' *
*south parcel is same owner

STREET FRONTAGE IMPROVEMENTS:
MINIMUM = 50%
MAXIMUM = 70%

PROPOSED STREET FRONTAGE IMPROVEMENTS = 62%
MAXIMUM DISTANCE BETWEEN BUILDINGS = 80'
PROPOSED DISTANCE BETWEEN BUILDINGS = 74'-8"

BY	
DATE	
REVISIONS	
▲	
Stantec STANTEC ARCHITECTURE 1050 17TH STREET, SUITE A200 DENVER, CO 80245	
CONTEXT AND SITE PL	
INTERCITY TRANSIT PATTISON NORTH PARCEL EXPANSION OLYMPIA, WASHINGTON	
SHEET TITLE:	
SEAL:	
12373 REGISTERED ARCHITECT ANDREW M. MALEY STATE OF WASHINGTON	
DESIGNER:	
DRAWN BY:	
APPROVED BY:	
DATE: APRIL 24, 2019	
JOB NO: 1874.03	
DRAWING FILE NO:	
DRAWING NO: A-013	
SHEET NO: 13 OF 23	



NORTH PARCEL

PARKING STANDARDS:
18.38 REQUIRED NUMBER OF PARKING STALLS BASED ON GROSS SF/AREA PER BUILDING

3-Story AD-OPS: OFFICE, GENERAL
34,620SF / ONE SPACE FOR EACH 350SF

FUEL/WASH/FACILITIES: INDUSTRIAL:

ONE FOR EACH TWO EMPLOYEES

ON LARGEST SHIFT / LARGEST SHIFT IS 25

TOTAL

30% can be compact spaces 8' x 15' = 34 spaces
*18.38/160.A 10% reduction in Parking Requirements for
HDC-4 District (reduction of 11 spaces) = **101 vehicle
parking spaces required**

SOUTH PARCEL

ADMINISTRATION/OPERATIONS: OFFICE, GENERAL
23,080SF / ONE SPACE FOR EACH 350SF

MAINTENANCE BLDG: INDUSTRIAL

ONE FOR EACH TWO EMPLOYEES

ON LARGEST SHIFT / LARGEST SHIFT IS 33

TOTAL

30% can be compact spaces 8' x 15' = 25 spaces

COMBINED PARCELS

VEHICLES REQD	LONG-TERM BICYCLE	SHORT-TERM BICYCLE	ADA	VISITOR	LOADING BERTH
101*	6	6	5**	none listed	2 (10' x 45' long)
83	4	4	4**	none listed	2 (10' x 45' long)
184	8	10	9**	none	4 (shared)
TOTAL SHOWN	8	10	9**	4	4 (shared)

** (1) Van Accessible Space Required

VEHICLES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE	ADA	VISITOR	LOADING BERTH
99	4	4	5**	none listed	1 (10' x 45' long)
13	2	2	1	none listed	1 (10' x 45' long)
112*	6	6	6**	none	2 (1 shared bet. bldgs)
VEHICLES	LONG-TERM BICYCLE	SHORT-TERM BICYCLE	ADA	VISITOR	LOADING BERTH
66	2	2	3**	none listed	1 (10' x 45' long)
17	2	2	1	none listed	1 (10' x 45' long)
83	4	4	4**	none	2 (1 shared bet. bldgs at INVENTORY)

DESIGNER:

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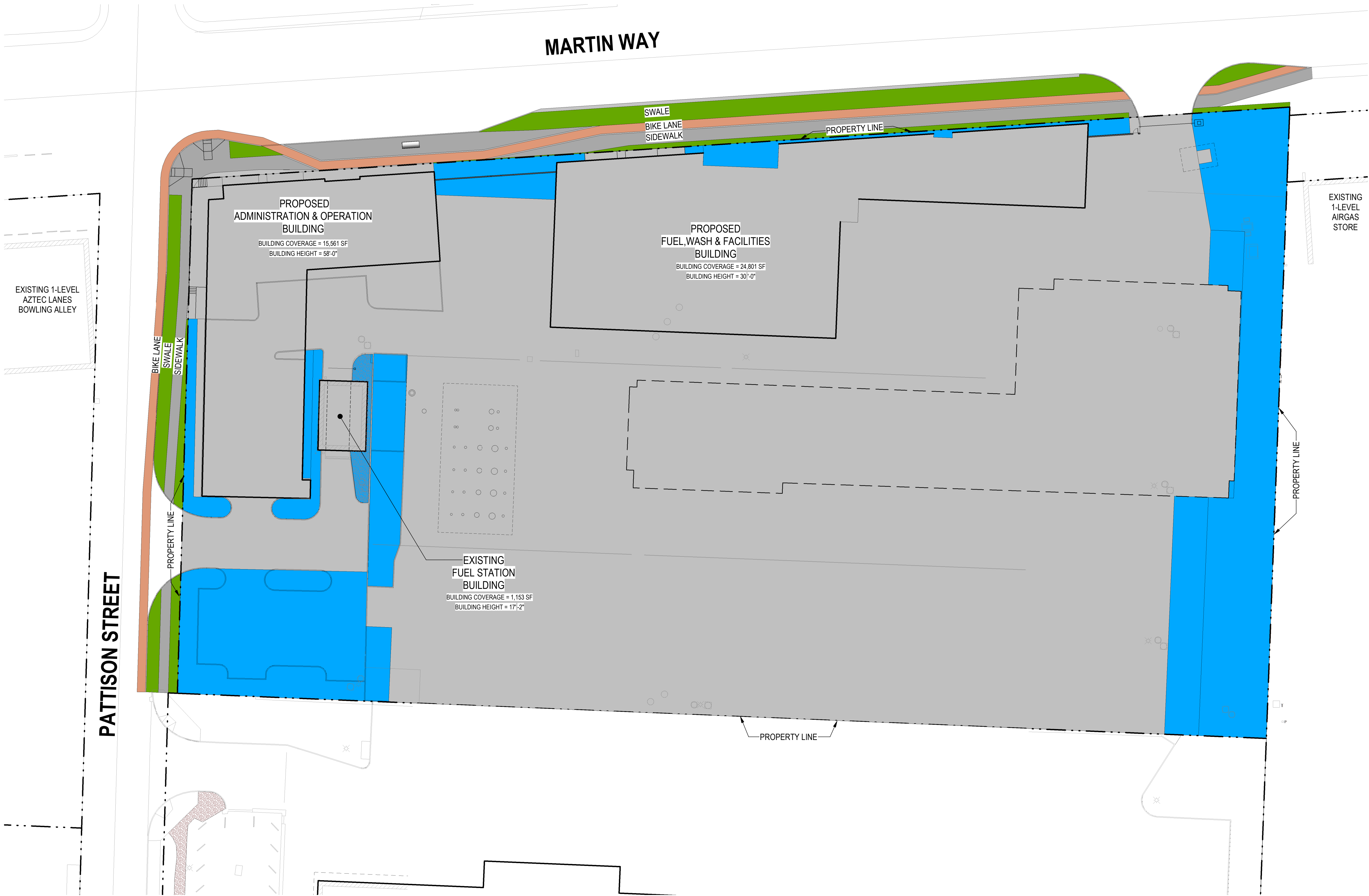
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SHEET NO:
14 OF 23

DESIGNER:

DRAWN BY:

APPROVED BY:



BUILDING HEIGHTS	
MAXIMUM BUILDING HEIGHT	= 60'
FUELING STATION	= 17'-2"
ADMINISTRATION OPERATIONS	= 58'-0"
FUEL WASH & FACILITIES	= 30'-0"

BUILDING COVERAGE	
MAXIMUM BUILDING COVERAGE	= 70% = 159,413 SF
FUELING STATION	= 0.5% = 1,153 SF
ADMINISTRATION OPERATIONS	= 07% = 15,561 SF
FUEL WASH & FACILITIES	= 11% = 24,801 SF
PROPOSED BUILDING COVERAGE	= 18.5% = 41,515 SF

NORTH PARCEL:	
MAXIMUM IMPERVIOUS SURFACE COVERAGE	= 85%
NORTH (PHASE III) PARCEL	= 227,733 SF = 100% (5.23 ACRES)
MINIMUM PERVIOUS COVERAGE 15%	= 34,160 SF = 15.0%
PROPOSED IMPERVIOUS COVERAGE	= 192,774 SF = 84.3%
PROPOSED PERVIOUS COVERAGE	= 34,959 SF = 15.4%

SEAL:

12373REGISTERED ARCHITECT

ANDREW M. MALEYSTATE OF WASHINGTON

DESIGNER:

DRAWN BY:

APPROVED BY:

DATE:

APRIL 24, 2019

JOB NO:

1874.03

DRAWING FILE NO:

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A-015

SHEET NO:

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OF

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REVISIONS

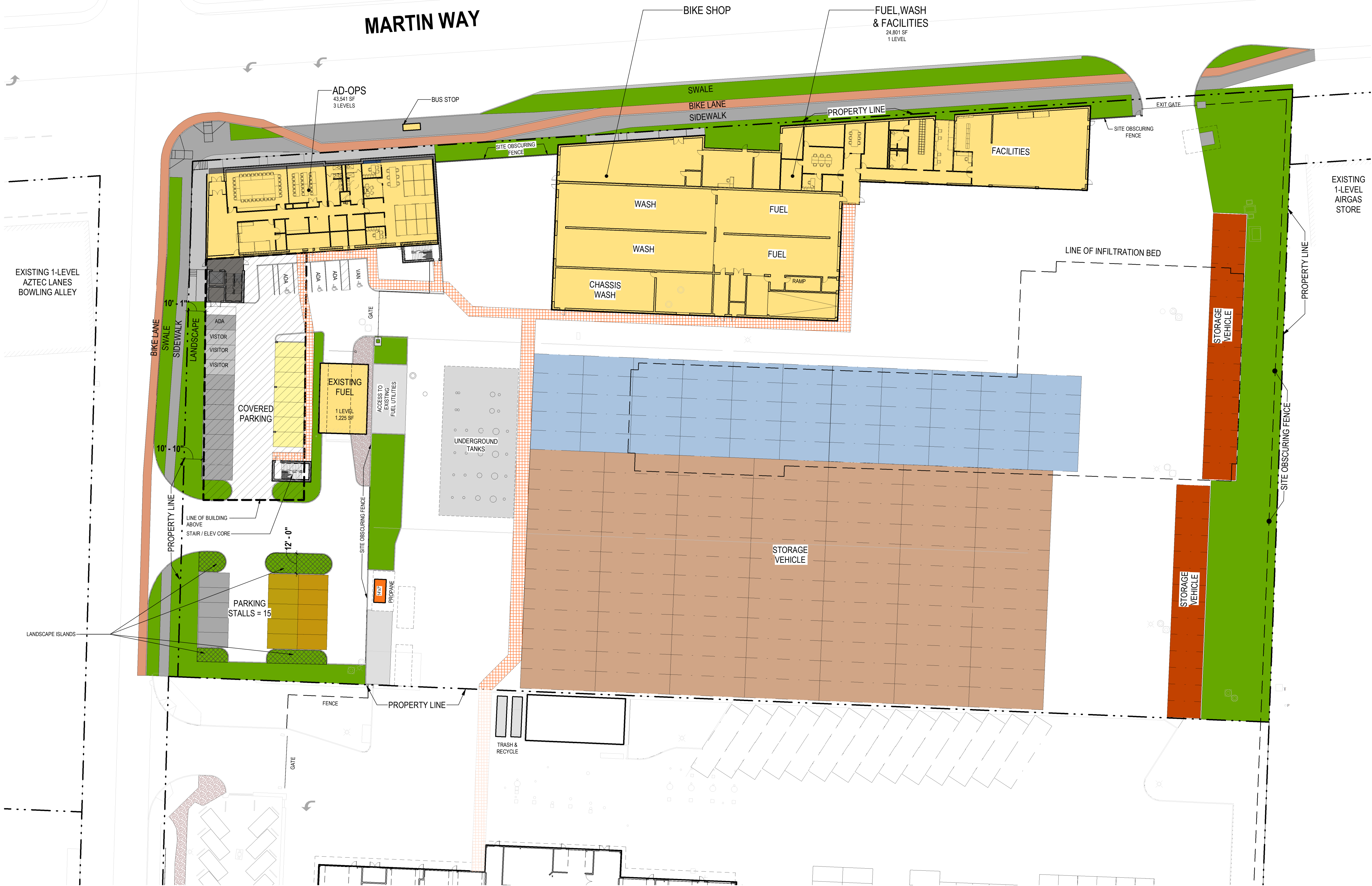
DATE	BY

Stantec

STANTEC ARCHITECTURE
1050 17TH STREET, SUITE A200
DENVER, CO 80245

DEVELOPMENT STANDARDS

INTERCITY TRANSIT
PATTISON NORTH PARCEL EXPANSION
OLYMPIA, WASHINGTON



LANDSCAPED AREA LEGEND

PAVING

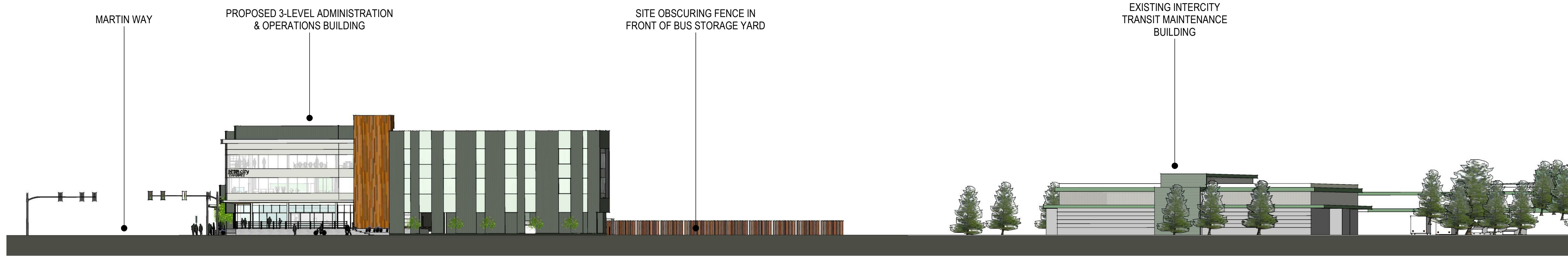
LANDSCAPED AREA

LANDSCAPING STANDARDS:
INTERIOR PARKING LOT LANDSCAPING
38 stalls x [31 sqft/stall] = 1,178 sqft required*
*20 vehicles are covered by the building above

18 stalls x [23 sqft/stall] = 414 sqft required
LANDSCAPE ISLANDS = 1,060 sqft proposed

LANDSCAPE BUFFERS REQUIRED
NORTH = 10' (*in areas between buildings)
SOUTH = 0'
EAST = 10'
WEST = 10'

BY	
DATE	
REVISIONS	
Stantec	
STANTEC ARCHITECTURE 1050 17TH STREET, SUITE A200 DENVER, CO 80245	
LANDSCAPE STANDARDS	
INTERCITY TRANSIT PATTISON NORTH PARCEL EXPANSION OLYMPIA, WASHINGTON	
SHEET TITLE:	
PROJECT NAME:	
SEAL:	
12373 REGISTERED ARCHITECT	
ANDREW M. MALEY STATE OF WASHINGTON	
DESIGNER:	
DRAWN BY:	
APPROVED BY:	
DATE:	
APRIL 24, 2019	
JOB NO:	
1874.03	
DRAWING FILE NO:	
DRAWING NO:	
A-016	
SHEET NO:	
16 OF 23	




C4
A-017
PATTISON STREET ELEVATION
1" = 30'-0"



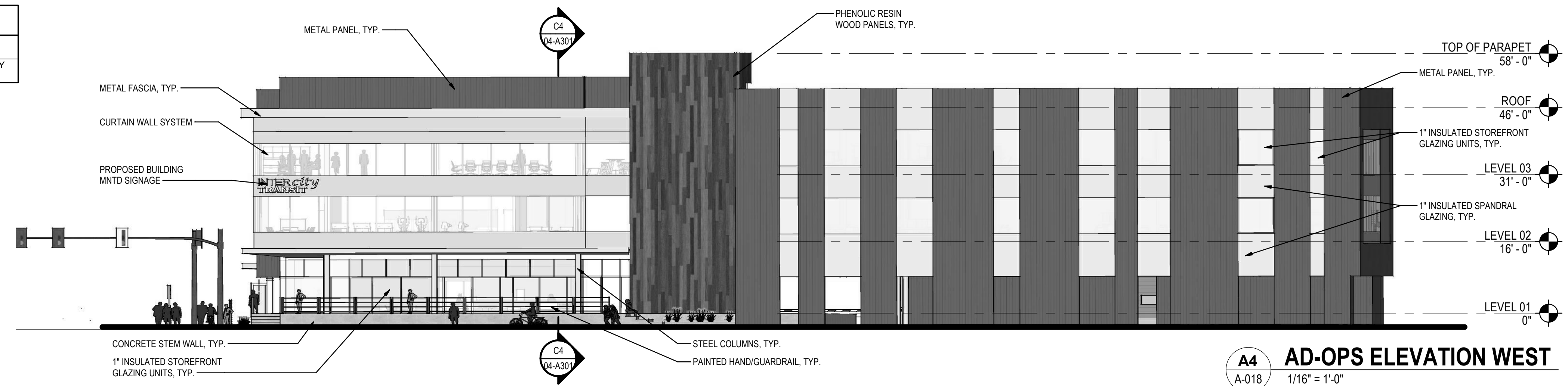
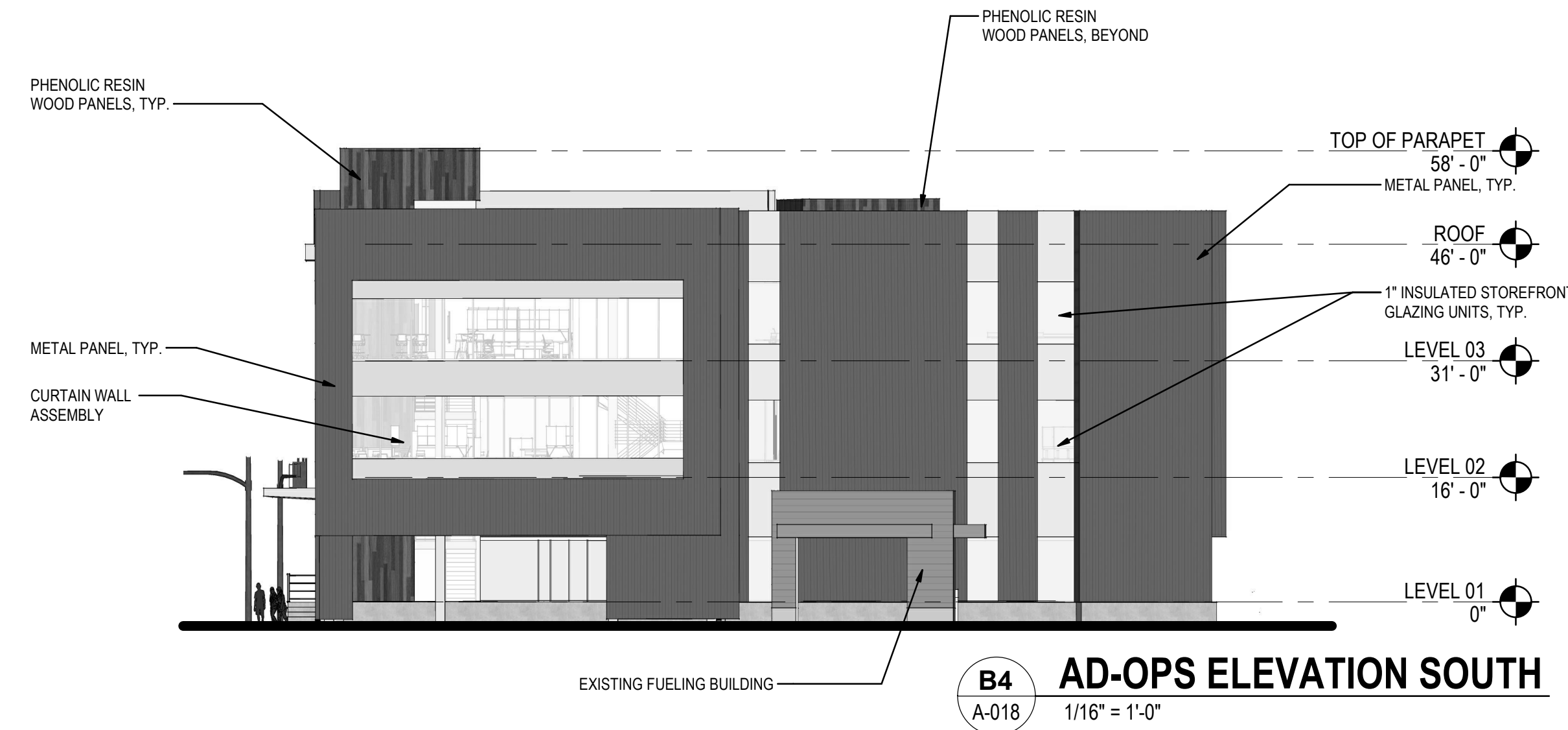
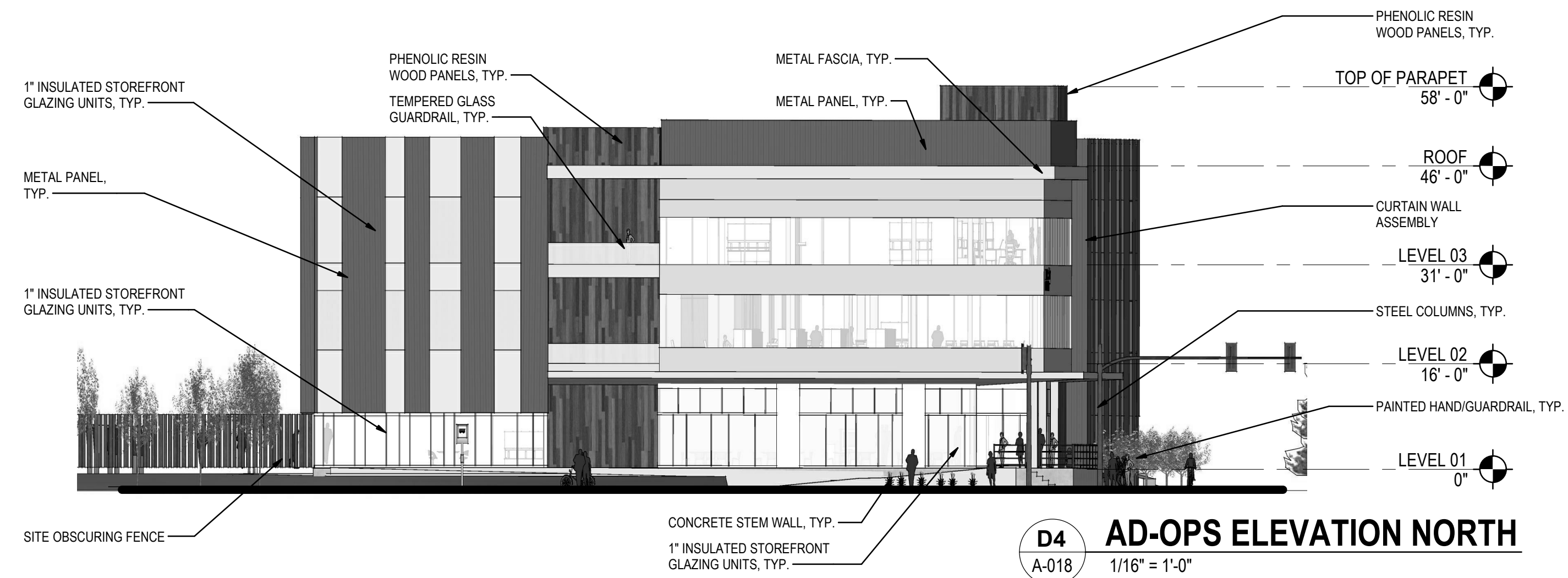
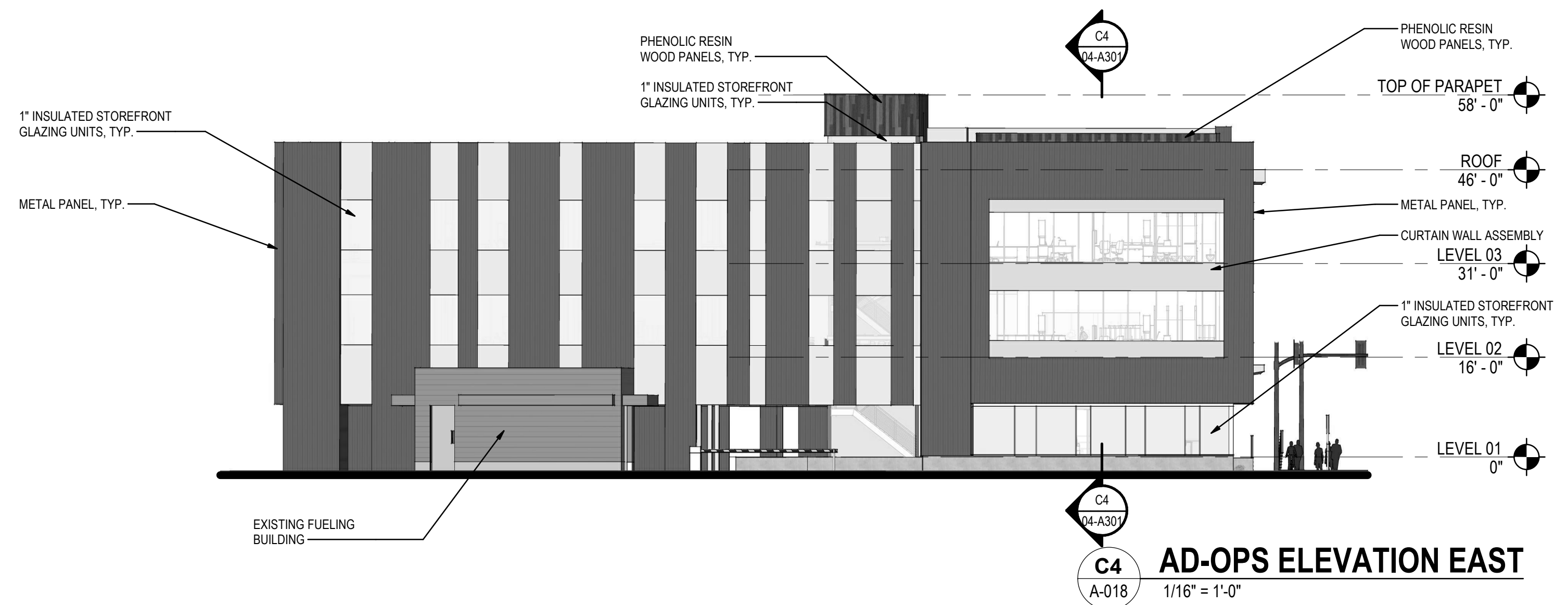
A4
A-017
MARTIN WAY STREET ELEVATION
1" = 30'-0"

REVISIONS		DATE	BY

**Stantec**

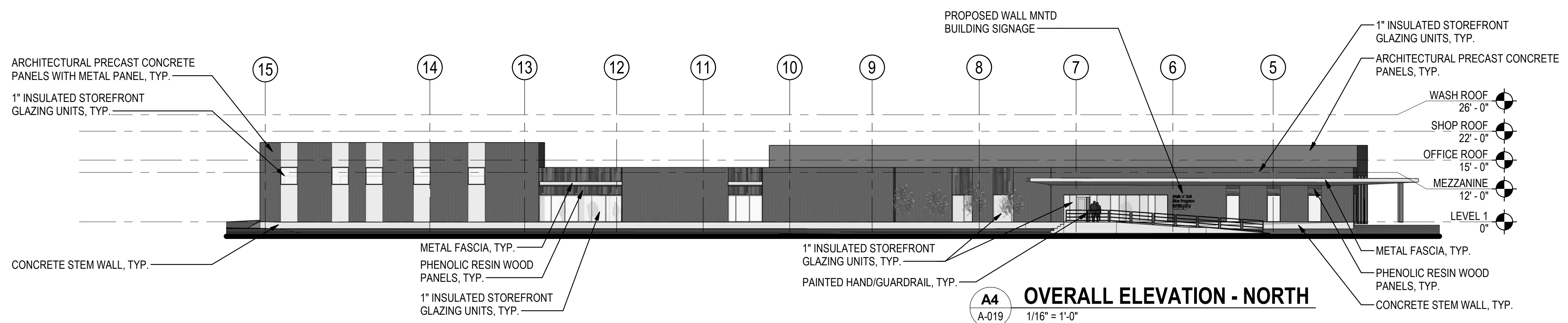
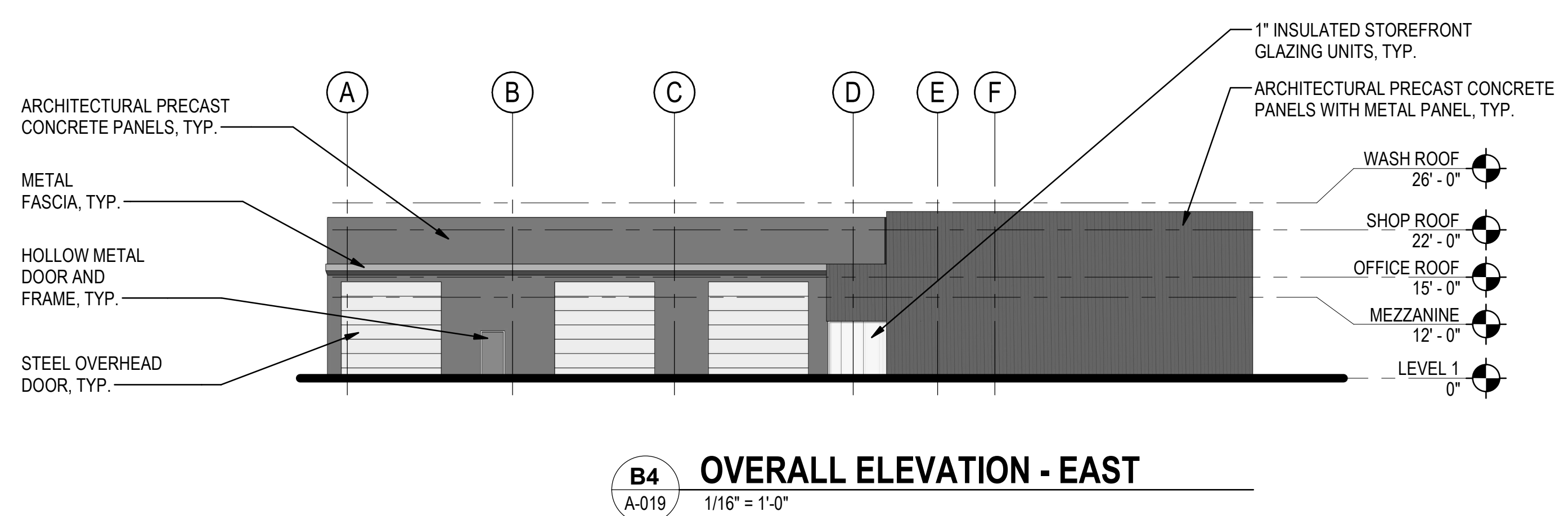
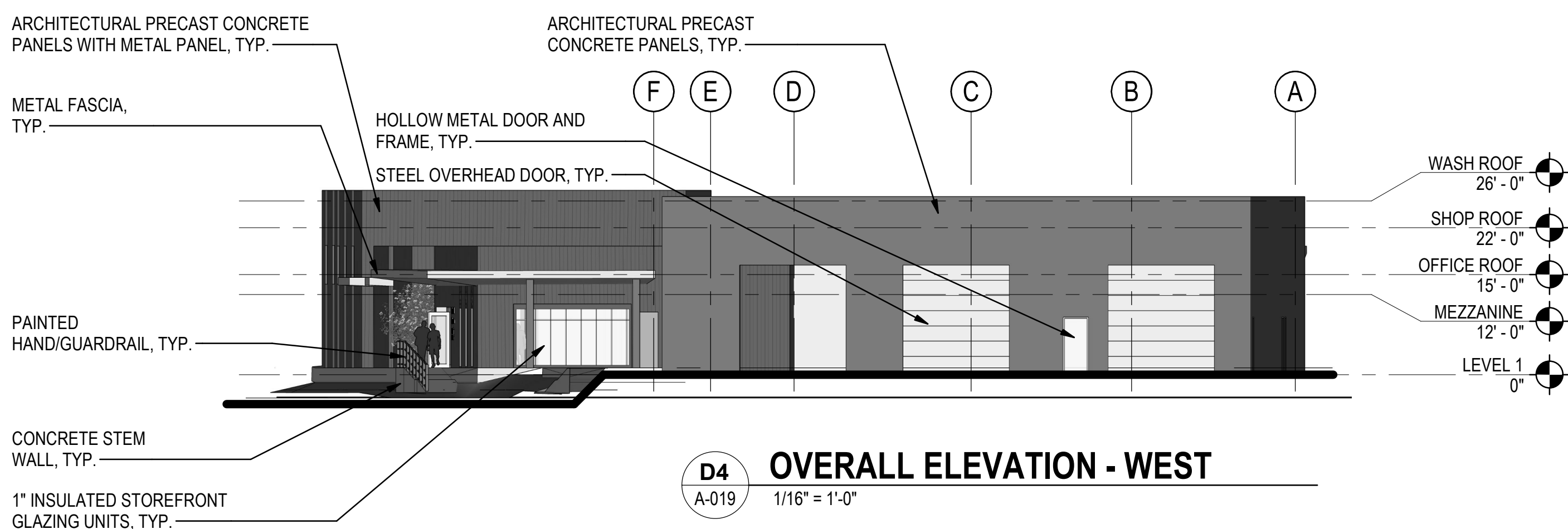
STANTEC ARCHITECTURE
1050 17TH STREET, SUITE A200
DENVER, CO 80245

SHEET TITLE: CONTEXT ELEVATIONS	PROJECT NAME: INTERCITY TRANSIT PATTISON NORTH PARCEL EXPANSION OLYMPIA, WASHINGTON			
	SEAL: <div>12373 REGISTERED ARCHITECT ANDREW M. MALEY STATE OF WASHINGTON</div>			
DESIGNER:				
DRAWN BY:				
APPROVED BY:				
DATE: APRIL 24, 2019				
JOB NO: 1874.03				
DRAWING FILE NO:				
DRAWING NO: A-017				
SHEET NO: 17 OF 23				








BUILDING ELEVATION NOTES	
1	EXTERIOR WALL ASSEMBLY IS A RAIN SCREEN SYSTEM
2	ALL GLAZING WILL COMPLY WITH CURRENT ENERGY CODES

[illegible]



BUILDING ELEVATION NOTES	
1	PRECAST ELEVATIONS PROVIDED FOR REFERENCE ONLY, SEE SHOP DRAWINGS.
2	ALL GLAZING WILL COMPLY WITH CURRENT ENERGY CODES

ENTITLEMENT LUMINAIRE SCHEDULE											
TYPE	IMAGE	MANUFACTURER	CATALOGUE SERIES	DESCRIPTION	SOURCE	FINISH	DISTRIBUTIO N	MOUNTING	WATTAGE	VOLTAGE	BUG RATING
(E)		(EXISTING)	(EXISTING)	EXISTING STREETSCAPE POLE, APPROXIMATELY 25' IN HEIGHT SHOWN ONLY FOR REFERENCE	LED	(EXISTING)	(EXISTING)	(EXISTING)	0 VA	277 V	UNKNOWN (EXISTING STREETSCAPE)
XA1		GE LIGHTING (EXISTING)	EASC SERIES OPTICAL CODE L4 (EXISTING)	EXISTING SINGLE HEAD, AREA LIGHT, TYPE 'IV' ASYMETRIC FORWARD, GRAY CORROSION RESESTANT POWDER FINISH, 10 INCH ARM FOR ROUND TAPERED POLE, LISTED FOR WET LOCATION POLE ROUND TAPERED STEEL 77' TALL TO WITHSTAND 100 MPH WIND SPEED, FINISH STANDARD GALVANIZED, CUSTOM MOUNTING FOR TWO FIXTURES, CAMERA MOUNT, HANDHOLE AND SECURITY ENCLOSURE.	LED 5000K 38,300 LUMEN (PER HEAD)	GRAY CORROSION RESISTANT COATING	TYPE IV	POLE 77' HEIGHT	395 VA	277 V	B3-U0-G5
XA2		GE LIGHTING (EXISTING)	EASC SERIES OPTICAL CODE Q5 (EXISTING)	EXISTING SINGLE HEAD, AREA LIGHT, TYPE 'V' ASYMETRIC FORWARD, GRAY CORROSION RESESTANT POWDER FINISH, 10 INCH ARM FOR ROUND TAPERED POLE, LISTED FOR WET LOCATION POLE ROUND TAPERED STEEL 30' TALL TO WITHSTAND 100 MPH WIND SPEED, FINISH STANDARD GALVANIZED, CUSTOM MOUNTING FOR ONE FIXTURES AND HANDHOLE AND SECURITY ENCLOSURE.	LED 5000K 16,400 LUMEN (PER HEAD)	GRAY CORROSION RESISTANT COATING	TYPE V	POLE 30' HEIGHT	137 VA	277 V	B4-U0-G2
XA6		LITHONIA	DSX1 SERIES	WALL MOUNTED AREA LIGHT	LED 5000K 12,734 LUMENS	GRAY	FORWARD THROW	POLE 30' HEIGHT	102 VA	UNIV	B2-U0-G3
XW1		LITHONIA	WST SERIES	EXTERIOR WALLPACK	LED 5000K 1974 LUMENS	GRAY	TYPE II	WALL MOUNT 10'-0" AFG	14 VA	UNIV	B0-U0-G0

NARRATIVE

ALL EXTERIOR BUILDING MOUNTED AND SITE LIGHTING SHALL BE AUTOMATICALLY CONTROLLED VIA PHOTOCELL AND ASTRONOMICAL TIME CLOCK. ALL PERFORMANCE SITE ARE LUMINAIRE OPTICS ARE DESIGNED TO BE FULL CUT OFF AND ARE ARRANGED SUCH THAT THE RESULTING ILLUMINANCE WILL NOT AFFECT ADJACENT PROPERTIES OR PASSING MOTORISTS.

CALCULATIONS USE INITIAL LUMENS AND A LIGHT LOSS FACTOR OF 1.0.

PHOTOMETRIC CALCULATION SUMMARY			
POINT GRID	AVERAGE FOOTCANDLES	MAX FOOTCANDLES	MAX/MIN RATIO
ENTIRE SITE	1.03 fc	8.0 fc	N/A
CENTRAL PARKING	1.18 fc	1.6 fc	2.67
15' BEYOND PROPERTY	0.35 fc	2.2 fc	N/A

LIGHTING AND DEVICE LEGEND

- CIRCUITS
EMERGENCY NORMAL

LUMINAIRE IDENTIFICATION, SEE LUMINAIRES SCHEDULE

LOWER-CASE LETTER(S) NEAR LUMINAIRE DENOTE ZONE

LINEAR PENDANT MOUNTED LINEAR, LENGTH TO SCALE

WALL MOUNTED RECESSED LINEAR LUMINAIRE, LENGTH TO SCALE

RECESSED LINEAR WALL WASH LUMINAIRE, LENGTH TO SCALE

RECESSED DOWNLIGHT LUMINAIRE

SURFACE MOUNTED LUMINAIRE

RECESSED ADJUSTABLE ACCENT OR WALLWASH LUMINAIRE

CONTINUOUS SOURCE LUMINAIRE, PATH AS INDICATED

PENDANT MOUNTED LUMINAIRE

RECESSED RECTANGULAR LUMINAIRE, LENGTH TO SCALE

RECESSED BASKET LUMINAIRE, DRAWN TO SCALE

STRIP LUMINAIRE, LENGTH TO SCALE

MONOPOINT AND FLOOD LUMINAIRE

TRACK MOUNTED LUMINAIRE ASSEMBLY

MULTI-LAMP ACCENT LUMINAIRE, NUMBER OF LAMPS NOT INDICATED

UNDERCOUNTER TASK LUMINAIRE

WALL MOUNTED LUMINAIRE

WALL MOUNTED RECTANGULAR LUMINAIRE, LENGTH TO SCALE

TASK/TABLE LUMINAIRE

STEP LUMINAIRE

POLE MOUNTED LUMINAIRE WITH BASE

POST TOP LUMINAIRE

ILLUMINATED BOLLARD

IN-GROUND LUMINAIRE

AIMED IN-GROUND LUMINAIRE

SURFACE MOUNTED GARAGE LUMINAIRE

SURFACE MOUNTED SHIELDED GARAGE LUMINAIRE, LINES INDICATE NUMBER AND POSITION OF SHIELD(S)
- NEW OR RELOCATED EQUIPMENT

EXISTING EQUIPMENT TO REMAIN

EQUIPMENT TO BE DEMOLISHED/REMOVED

DAYLIGHT ZONE

SHEET NOTE REFERENCE

CONTROL NOTE

WORK DEFINITION

CALL BEFORE YOU DIG

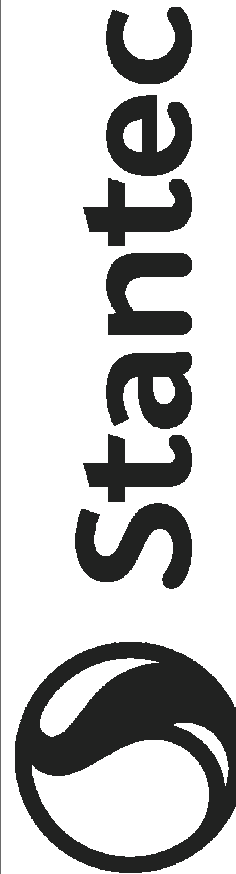
THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT (800) 424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

BY

DATE

REVISIONS

▲



STANTEC ARCHITECTURE
1050 17TH STREET, SUITE A200
DENVER, CO 80265

PHOTOMETRIC SCHEDULES

INTERCITY TRANSIT
NORTH SITE DEVELOPMENT
OLYMPIA, WASHINGTON

SHEET TITLE:
05

PROJECT NAME:
INTERCITY TRANSIT
NORTH SITE DEVELOPMENT
OLYMPIA, WASHINGTON

SEAL:

12373

REGISTERED ARCHITECT

ANDREW M. MALEY
STATE OF WASHINGTON

DESIGNER:
V. PEDERSON

DRAWN BY:

APPROVED BY:
V. PEDERSON

DATE:
APRIL 24, 2019

JOB NO:
1874.03

DRAWING FILE NO:


DRAWING NO:
EA-020

SHEET NO:
20 OF 23

SEC. 18, T18N., R1W., W.M.

SHEET NOTES	
Key Value	Keynote Text
15.01	STREET LIGHTING POLE PROVIDED UNDER OTHER SCOPE OF WORK FOR PATTISON STREET / MARTIN WAY FRONTAGE IMPROVEMENTS.
15.02	STREET SIGNAL LIGHT AND LIGHTING POLE PROVIDED UNDER OTHER SCOPE OF WORK FOR PATTISON STREET / MARTIN WAY FRONTAGE IMPROVEMENTS.
15.03	EXISTING STREET LIGHTING TO REMAIN, SHOWN FOR REFERENCE ONLY.

BY
DATE
REVISIONS



STANTEC ARCHITECTURE
1050 17TH STREET, SUITE A200
DENVER, CO 80265

PHOTOMETRIC PLAN

PROJECT NAME:
INTERCITY TRANSIT
NORTH SITE DEVELOPMENT
OLYMPIA, WASHINGTON

SHEET TITLE:
SEAL:

12373 REGISTERED ARCHITECT

ANDREW M. MALEY
STATE OF WASHINGTON

DESIGNER:
V. PEDERSON

DRAWN BY:

APPROVED BY:
V. PEDERSON

DATE:
APRIL 24, 2019

JOB NO:
1874.03

DRAWING FILE NO:

DRAWING NO:
EA-021

SHEET NO:
21 OF 23

CALL BEFORE YOU DIG

THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR THE LOCATION AND PROTECTION OF ALL EXISTING UTILITIES. THE CONTRACTOR SHALL VERIFY ALL UTILITY LOCATIONS PRIOR TO CONSTRUCTION BY CALLING THE UNDERGROUND LOCATE LINE AT (800) 424-5555 A MINIMUM OF 48 HOURS PRIOR TO ANY EXCAVATION.

1
EA-021

SITE LIGHTING - OPTION A

1" = 30'-0"

