

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: Checklist modified by Stantec and Nicole Floyd, Senior Planner for the 6/25/2020 DRB Meeting

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.

STANTEC: We designed the site obscuring fence to be an integral link between the two buildings, to maintain the character of the architecture. The fence is dark metal panel in a vertical orientation to mimic the vertical ‘wood’ cores of the administration building. The color and pattern are similar – in a way to provide an interesting transition between buildings and between employee parking lot and bus storage areas. Please see elevation sheets **DRB-009 & DRB-013** and fencing details on sheet **DRB-029** for further information.

The fencing between the two buildings is in excess of 75’. We needed to add 5’ between the buildings to increase the turning radius for the larger 45’ buses exiting the two wash bays. We shifted the fuel, wash, facilities building 5’ further to the east, thus increasing the site obscuring fencing 80’. Additional elements are used to help visually break up this longer section of fencing; the building canopy extends from the fuel/wash building and hovers over the fence on the east end. Because this section of fencing is above the level of the street, we used a combination of trees and bushes at regular intervals in front of the fence to break up the horizontal proportion. Please see elevation sheets **DRB-010 & DRB-014**.

Staff Response for Detail Review: While staff recommended a condition of approval, the Board removed the condition prior to recommendation because they felt the fencing was appropriately placed given the site design and intended use. Plans have been revised to provide added detail regarding landscaping /screening and show the fencing material to bring in elements from the building design.

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.

STANTEC: The client requested that benches be removed from the project. There is a concern that due to the large transitory population in the area, benches might encourage loitering which effects the security and safety of staff and pedestrians. The bus stop in front of the administration building does have a bench. Since we did not provide a bench directly in front of the building we have included bike racks and a trash receptable at the bus stop as replacements.

Staff Response for Detail: While benches are not proposed, the code is satisfied because several of the above listed amenities are to be provided including bike racks, trash receptacle, pedestrian scaled lighting, street trees etc.

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).

	<p>2. Entrances to buildings shall be clearly articulated and obvious from the street.</p> <p>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.</p>
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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:			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.
Complies	Conflicts	N/A	
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

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.

STANTEC: While the fuel, wash and facilities building does serve an internal service function, Intercity Transit has a component of this building that serves the community and has a retail presence. The Walk-N-Roll bike program is located here and faces the public way. This function is centrally location for this building and has several full-time and many volunteer staff. This program also hosts numerous classroom and hand-on workshops for school age students. Entry into this space is off Martin Way via stairs and an accessible ramp.

Staff Response for Detail Review: A condition of approval by the Board was to ensure compliance with this requirement. The Board recognized that the use of the fuel / wash building was not well suited to that of a traditional retail establishment, therefore the requisite glazing along the street front was not appropriate. Instead, the Board requested the applicant provide alternatives such as architectural details, building variation, and/or landscaping that would ensure the building façade of the fuel/wash building provides treatments at intervals no less than every 30'. Plans provided show compliance through a variety of materials, windows, and color changes. Staff believes the intent of this provision has been satisfied.

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.

STANTEC: The windows on the ground level have an offset rhythm, creating interest at the pedestrian level. As you move up the building, the window on the corner of Martin Way and Pattison Street plays a geometric rhythm vertically, while using white spandrel glass to create a rhythm in the horizontal direction. On the East and South wings of the building, we have used punch windows of various sizes in a rhythmic pattern to create more privacy within these areas of the building. The shorts end of the building has incorporated picture frame windows; these windows are recessed, allowing a pop of color to frame the area, while also complimenting the decorative site fencing and phenolic wood cores. The window mullions are specified as Bone White.

Staff Response for Detail Review: The windows provide detail, relief and variation as required by code. Analysis provided by the applicant adequately addresses this criterion.

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
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

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.

STANTEC: It is our intent to use materials, patterns and colors that speak to the contemporary nature of this building and the agencies prominence within the community it serves. The materials are intended to be durable, aesthetically pleasing, resilient, appropriate for the region and complementary of existing the commercial buildings in the vicinity. We purposefully chose materials that evoke a sense of nature, warmth and welcoming. Darker materials in composition with glazing and lighter colored metal panel to break up the building's mass and create a vertical appearance. We have provided images of the materials for your review and comment.

Staff Response for Detail Review: The colors, materials, and surfaces are well designed. Analysis provided by the applicant adequately addresses this criterion.

18.110.160 – Lighting**A. REQUIREMENT:**

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

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.

STANTEC:

- Lighting poles in the parking area have been relocated to account for the new parking layout.
- Light bollards have been added around the visitor parking area for comfort, wayfinding, and safety.
- Building mounted wall packs have been added to the east, south, and west sides of the Admin building to provide more consistent light levels which will eliminate shadows providing more visibility and security.

- Recessed linear lights have been introduced to the canopy of the Admin building to emphasize the architectural features while maintaining recommended light levels for safety and security.
- Recessed linear lights have also been introduced to the Fuel wash facility to create a visual connection between the campus buildings.
- Wall packs have been added around all sides of the Fuel wash facility for safety at all entrances / exits. In addition, Wall packs have been added to increase light levels at garage entries.
- Downlights have been introduced between the 2 buildings on the Fuel / wash canopy for the proposed outdoor bike parking / workshop.

Staff Response for Detail Review: The lighting design addresses the requirements. Analysis provided by the applicant adequately addresses this criterion.

18.110.170 – Parking structures

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

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.

STANTEC RESPONSE: We propose to install metal grille landscape screens up against the Pattison building elevation. The intent of these screens is to allow the landscape vines to grow up these to provide a dense visual screen from the street. In between these screens are additional landscape and trees. See sheet **DRB-011**

Staff Response for Detail Review: The plans provided show the added detail requested by the condition of approval. Analysis provided by the applicant adequately addresses this criterion.

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

County Noxious Weed Control Program (lists are on file with Thurston County or the City's Community Planning and Development Department).

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.

SCJ Alliance:

Plant choices - The plants used for this project were selected to come together to provide an attractive and complimentary landscape to the buildings and their setting, without requiring an excess of maintenance, care or irrigation. This means we chose plants that fit the space and conditions (light, temperature, soil and water needs) where each would be growing, that have a record of health and success in regional urban and commercial settings, and that would provide an appropriate and pleasant balance of colors and textures. We also aimed to use many drought tolerant and Pacific Northwest Native plants, along with evergreens that would have a form and provide screening through all seasons.

Vine choice - The vine chosen for the screens on the parking structure is **Lonicera ciliosa, Western Trumpet Honeysuckle**. It was chosen for the following reasons:

- will thrive on the west facing screens, requiring minimal water
- is not invasive
- bright orange spring flowers
- native

Staff Response for Detail Review: The plant selection meets code and is well suited to the region. Analysis provided by the applicant adequately addresses this criterion.

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.

STANTEC: The mechanical equipment for both buildings is located on the roof. We have proposed using building materials as mechanical screening to create a continuous and uniform appearance

from both street fronts. These include metal panel on structural steel and phenolic panel on structural steel. We also raised the building parapets around the perimeter to act both as mechanical screening from all sides, as well as a measure of fall protection for roof-top maintenance of the equipment. On the ground level, the transformer and generator are located behind the Administration & Operations building, opposite of the public entrance, near the egress stair. This means both equipment pieces are behind the site obscuring fence on Martin Way, and inside of the bus yard. This equipment is encompassed by a perforated metal screen fence. Any mechanical equipment that is wall mounted will be painted to match the building.

Staff Response for Detail Review: Analysis provided by the applicant adequately addresses this criterion.

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.

STANTEC RESPONSE: The section of fence between the two buildings along Martin Way hides an exterior employee area and views into the bus storage yard. All of the landscaping between the two buildings is planted in front of the fence, on the public side. Because this section of fencing is above the level of the street, we used a combination of trees, an elevated planter and bushes in front of the fence to break up the horizontal length. The fence material is consistent with the language of the two buildings by using a vertical metal panel that mimics the ‘wood’ vertical cores of the administration building. See elevation sheets **DRB-010 & DRB-014**.

Staff Response for Detail Review: The sight obscuring fencing in the parking lot off Pattison Street is a different material than the fencing proposed around the building frontages. Minimal landscaping is planned between the parking area and the fence. The fencing will be setback a significant distance from the street frontage, but will represent a lengthy

expanse. While probably not problematic, the plans do not emphasize this area therefore Staff felt it pertinent to draw the Boards attention to it.

**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: Checklist modified by Stantec and Nicole Floyd, Senior Planner for the 6/25/2020 DRB Meeting

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.

STANTEC: The modulation of the building façade along Martin Way as shown during the concept design review meeting was well received and during the design process we tried to keep the building proportions and the relationship of the materials consistent with those initial concept ideas. While a portion of the fuel, wash, facilities building does exceed the 30' interval requirement [the longest length without a canopy is 75'-7" at the far east side] we have introduced these design elements to help break up the length of the building and provide visual interest:

- extended the building entrance canopy to be an exterior work area
- changed materials, patterns and color: the vertical composition of metal panel and phenolic panels
- added building signage
- articulated the rhythm of smaller and larger expanses of glazing at every 15'-20'.
- added high windows at work areas in the east end above interior equipment
- repeated the vertical metal panel fencing material at an exterior break area.

The fencing between the two buildings is in excess of 75'. We needed to add 5' between the buildings to increase the turning radius for the larger 45' buses exiting the two wash bays. We shifted the fuel, wash, facilities building 5' further to the east, thus increasing the site obscuring fencing 80'. Additional elements are used to help visually break up this longer section of fencing;

STANTEC: The building canopy extends from the fuel/wash building and hovers over the fence on the east end. Because this section of fencing is above the level of the street, we used a combination of trees and bushes at regular intervals in front of the fence to break up the horizontal proportion. The fence material is consistent with the language of the two buildings we used a vertical metal panel that match the 'wood' panels at the two vertical cores of the administration building. This material also repeats at the window location on the fuel, wash, facilities building. See elevation sheets **DRB-010 & DRB-014**.

Staff Response for Detail Review: The Board recognized that the use of the fuel / wash building was not consistent with the type of development anticipated by the code however they requested the applicant provide alternatives to ensure the building façade include some form of treatment at intervals no less than every 30'. Plans provided show compliance through a variety of materials, windows, and color changes. Staff believes the intent of this provision has been satisfied.

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

Staff Response for Detail Design Review: The requisite details have been provided and include appropriate screening of the internal parking and surface parking areas.

18.130.050 – Historic building types – HDC 1 and HDC 2			
A. REQUIREMENT:			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.
Complies <input type="checkbox"/> (Project is not in the HDC 1 or 2 Zone)	Conflicts <input type="checkbox"/>	N/A <input checked="" type="checkbox"/>	

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



(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

	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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