



October, 2024

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Re: West Bay Yards View Study Analysis

### **Project View Study Narrative**

West Bay Yards falls under multiple view protection requirements due to its location along West Bay Drive and within the shoreline zone. Regulations in SMP (OM18.20.500-507) and OMC 18.110.060 and 18.06.100.A.2.c apply. These regulations have been addressed through the following measures:

- Views of Budd Inlet, the Olympic Mountains, Mount Rainier and the Capitol Dome are preserved through the construction of the public expanded waterfront trail corridor esplanade. Additionally, the east-west open space between Buildings 4 and 5 is aligned with Woodard Ave to the east, providing views to the water and a direct connection to the Woodard Ave trail with a new pedestrian crossing.
- Buildings are arranged with wide east-west publicly accessible open space providing view corridors and both physical and visual connection to the public esplanade and shoreline.
- Building massing is stepped along West Bay Drive.
- Buildings utilize material variation and modulation of building massing to reduce visual impact.
- All solid waste collection is below Street level at the north end of the parking structure.
- Per RCW 90.58.320, view blockage has been minimized as the two and three-story buildings adjacent to the site west of West Bay Drive are allowed views through the open space between the buildings. Additionally, the increased height above 35' does not create any increased view blockage for the adjacent two and three-story commercial buildings located West of West Bay Drive.

OMC 18.20.500 Objective to protect public views of Budd Bay, the Olympic Mountains, Mount Rainier and the Capitol Dome are preserved through the construction of a waterfront esplanade trail within a dedicated public Right of Way. The current site is privately owned and fenced with zero access to the shoreline or shoreline views. Per suggestions in 18.20.500, the development proposal includes public access to the shoreline, facilitating the views of the shoreline.

OMC 18.20.504

A. Building height in excess of 35 feet is allowed per OMC 18.06.100.A.2.c subsection (iii) by providing a waterfront trail with an expanded waterfront Trail Corridor Facility. The esplanade trail is to include beach access pathways, kayak launch and the restoration of the shoreline with native vegetation. This expanded waterfront trail corridor esplanade will be dedicated as public right-of-way as per EDDS 18.06.100.A.2.c.iv.(b)

B. OMC 18.110.060 goals of protecting views from Public Right of Ways is met through the creation of the shoreline esplanade ROW which provides new access to the shoreline and views of Budd Bay Inlet, The Olympic Mountains, Mount Rainier and the Capitol Dome. Currently these views from West Bay Drive are hidden due to a lack of public access along West Bay Drive and large vegetation screening. The Proposed improvements along West Bay Drive provide a new pedestrian ROW with view corridors established between the buildings resulting in approximately 43% open views to the East from West Bay Drive. 13% more open views than required per OMC 18.06.100.A.2.c.iii.

a. OMC 18.06.100.A.2.c The proposed West Bay Yards development has been designed to comply with the height provisions of the West Bay Drive regulations of OMC 18.06.100.A.2.c. The tallest building on the site is proposed to be 65 feet in height. While this height is allowed per OMC 18.20.620 Table 6.2 - Development Standards (Heights) for the project's Shoreline Environment Designation (Urban Intensity) and Shoreline Reach (Budd 3A), the project must comply with the provisions of OMC 18.06.100.A.2.c subsections (iii) and (iv). Currently the site is undeveloped and fenced with no access to the shoreline or views from the shoreline. The esplanade trail along the shoreline will provide direct access to the waterfront and waterfront views. Additionally, proposed public access waterfront amenities, including the esplanade and beach access pathways are intended to satisfy the descriptions of both the Waterfront Trail and Expanded Waterfront Trail Corridor Facility amenities. As such the maximum horizontal view blockage allowed is 70% (30% open views). The project's proposed view blockage is 57% (43% open views), thus meeting the maximum allowed.

b. OMC 18.06.100(A)(2)(c)(iv) For approval of the alternate waterfront view access, the project must comply with the requirements of OMC 18.06.100(A)(2)(c)(iv) for both the Waterfront Trail and Expanded Waterfront Trail Corridor Facility. Waterfront Trail – The waterfront esplanade and associated amenities have been designed to be consistent with applicable City standards and dedicated as Right-of-way to the City. Expanded Waterfront Trail Corridor Facility – as with the Waterfront Trail requirement above, the Commuter multi-use corridor will be designed to be consistent with applicable City standards and requirements. Additionally, it will be dedicated as Right-of-way to the City. The trail corridor facility also includes a publicly-accessible connection to West Bay Drive which will be designed and constructed for public use by the project proponent. Additional features including benches and seat walls, enhanced landscaping, lighting and other facilities are proposed and will be designed to meet city standards.

C. Public Shoreline views are enhanced through the creation of open space along the shoreline, maintaining open space between the five buildings, providing pedestrian access through the site and to the shoreline ROW.

D. Physical public access to the shoreline is enabled by the esplanade trail located within the proposed ROW.

E. The five proposed buildings incorporate building modulation, stepped heights and material variation to reduce massing and visual impact.

F. Solid Waste collection will be located at the lower level of all buildings and isolated for pickup by city services. Mechanical equipment and all appurtenances including fencing will be design to minimize interference with public views and shoreline areas.

G. Utilities will be located out of scenic view corridors and no accessory structures are planned.

H. No communication or radio towers are included with this proposal

I. All fencing is below 48" in height. See proposed landscape plans for fencing details.

J. No existing vegetation is to be retained and a Vegetation Management Plan will be submitted at time of engineering permit submittals.

OMC 18.20.507 requires projects where building height is proposed to exceed 35 feet above grade level to prepare and submit a visual analysis in conjunction with a development permit application. This analysis must address how the proposed project might impact views protected under RCW 90.58.320 and OMC 18.110.060. The following narrative is meant to address the potential impacts to protected views by the proposed project. To support this analysis, topographic and parcel information was used from Thurston County's Thurston GeoData Center ([www.geodata.org/all-map-layers.html](http://www.geodata.org/all-map-layers.html)).

As currently proposed, the project would entail construction of five buildings with maximum heights of 65 feet above average grade plane. Average grade level for the buildings on the site will be at +21' 10" NAVD88 as shown on Sheet A6.2. Therefore, potential easterly view blockages would only occur for residences located at elevations below approximately +86 ft NAVD 88. Potential view disruptions of residences related to project construction would come from the West of the site (across West Bay Drive), as there are no residential properties North or South of the subject property.

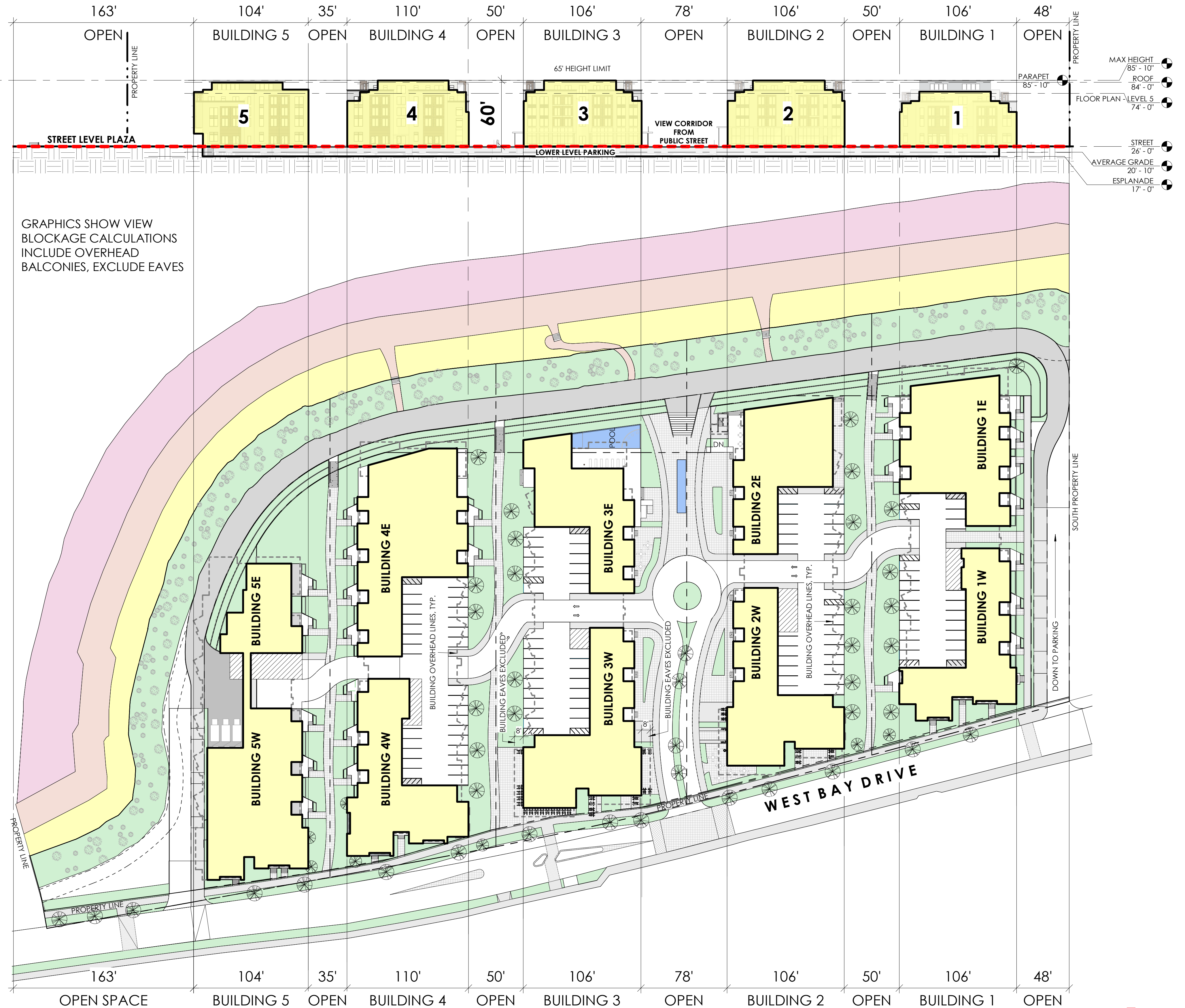
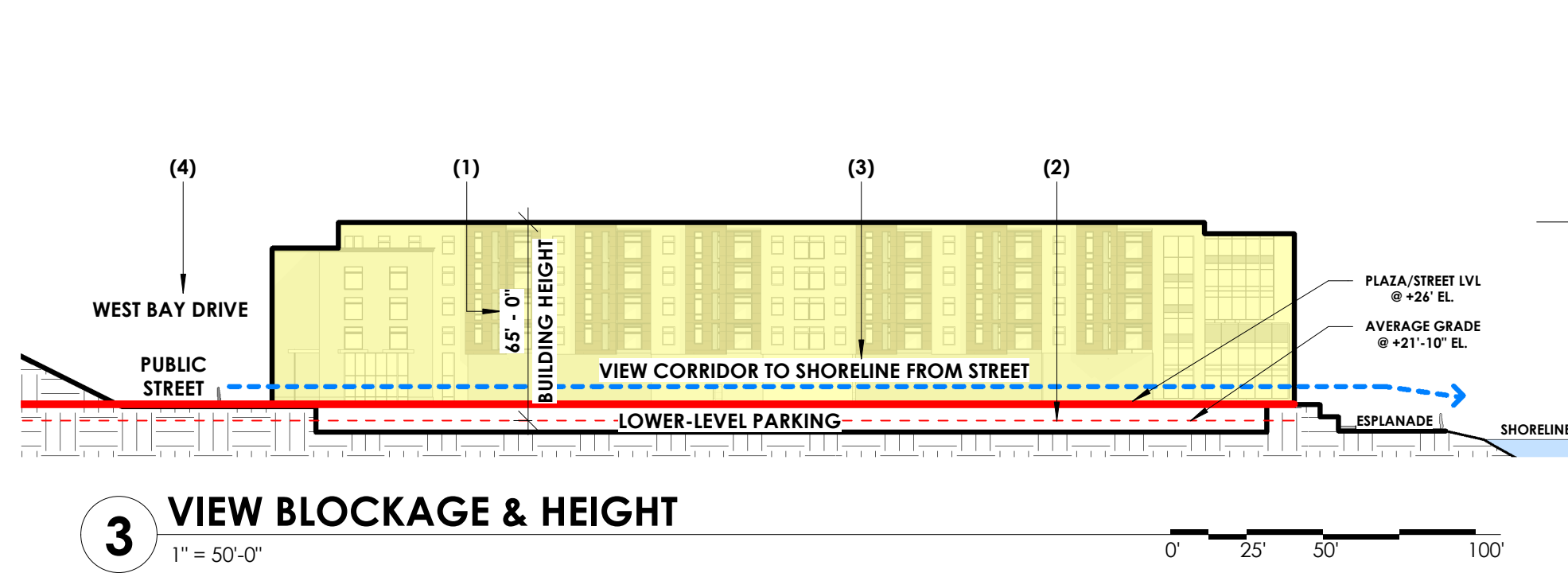
Based on the Thurston GeoData Center GIS and Thurston County Assessor's Office data, there are approximately seven residential properties located along the slope west of West Bay Drive with easterly views that could potentially be affected by the project (Figure 1). Only three of those properties are located at elevations below +90 ft NAVD 88. These three properties would be subjected to view disruptions from the buildings. However, the project has incorporated open space between the buildings resulting in approximately 43% open views. This complies with the requirements of OMC 18.06.100 for minimizing view blockages for building heights up to 65 feet. Furthermore, the open space views incorporated by the project are oriented east-west, further limiting view blockages to Budd Inlet and Mount Rainier.

**Figure 1. Visual Impact Assessment. Yellow parcels have easterly views of the site but are located above 91 feet elevation. Red parcels have easterly views and are located below 91 feet elevation.**



Based on this analysis of residential properties with easterly views of the site which may be affected by the height of the proposed buildings, the project will not “obstruct the view of a substantial number of residences” along the slope west of West Bay Drive. Of the seven properties with easterly views directly through the site, only three of those properties are located at elevations where the views would be affected by the height of the proposed buildings (Figure 1). Furthermore, due to the open spaces incorporated between the buildings, only 57% of the views from those properties would be affected, leaving 43% open views.

Please see additional graphics of view studies on Sheets A15, A16 and A17.



**3 VIEW BLOCKAGE & HEIGHT**

1" = 50'-0"

Per definitions provided under the 2020 Unified Development Code of OMC.

**Section 18.02.120.**

<sup>(1)</sup> Height (of Structure): **The difference between the average grade<sup>(2)</sup> level and the highest point of a structure;** provided, that television antennas, chimneys, and similar appurtenances shall not be used in calculating height except where such appurtenances obstruct the view of the shoreline from a substantial number of residences on areas adjoining such shorelines.

Per Section 18.02.180. Grade<sup>(2)</sup> is:

<sup>(2)</sup> Grade: **The finished ground level adjoining the building at the exterior walls.**

<sup>(2)</sup> Grade Plane: **A reference plane representing the average of the finished ground level adjoining the building at all exterior walls.** Where the finished ground level slopes away from the exterior walls, the reference plane shall be established by the lowest points within the area between the building and the lot line or, where the lot line is more than six feet from the building between the structure and a point six feet from the building.

<sup>(1)</sup> Height of Building is measured from calculated Average Grade Plane. See Sheet A6.2 for graphics.

**18.06.100 COMMERCIAL DISTRICTS' DEVELOPMENT STANDARDS-SPECIFIC**

FOR BUILDINGS BLOCKING UP TO 70% OF VIEW BLOCKAGE, TO A HEIGHT OF 65 FEET-AMENITIES FOR BOTH WATERFRONT TRAIL AND EXPANDED WATERFRONT TRAIL CORRIDOR FACILITY SHOULD BE PROVIDED, IN ORDER TO **RETAIN PUBLIC AND PRIVATE VIEW ACCESS TO BUDD INLET FROM HILLSIDE SITES ABOVE WEST BAY DRIVE**<sup>(4)</sup>. SEE GRAPHICS ABOVE SHOWING VIEW ACCESS FROM STREET.

The two main regulations for Urban Waterfront (UW) per OMC 18.06.100.A.2.c are:

**(a) Building Height**

Per definitions of <sup>(1)</sup> Height in SMP cited above, the shoreline height restrictions are established to **limit obstructing the view of the shoreline.**

and

**(b) View Blockage** - intention to maintain required **View Corridors**<sup>(3)</sup>.

**View Corridor**<sup>(3)</sup>, definition per 18.02.180 is

<sup>(3)</sup>View Corridor. An area at **ground level** providing views of the waterfront, unobstructed by permanent structures between a **public street**<sup>(4)</sup> and the preserved."

As shown in graphics above, height of the buildings as measured from **Average Grade Plane**<sup>(2)</sup> at +21'-10" NAVD88 is **65 feet**. View blockage through building massing, is below 70% and within allowable limits of OMC 18.06.100.A.2.c when providing an expanded waterfront trail corridor.

**VIEW PROTECTION CORRIDOR**

PER OMC 18.06.100.A.2.C.III, DEVELOPMENT SHALL BE SUBJECT TO THE ALTERNATE STANDARDS FOR BUILDING HEIGHT AND VIEW BLOCKAGE, IF ALTERNATE WATERFRONT VIEW ACCESS IS PROVIDED THROUGH PUBLIC AMENITIES SUCH AS WATERFRONT TRAIL & EXPANDED WATERFRONT TRAIL CORRIDOR FACILITY FOR HORIZONTAL VIEW BLOCKAGE OF 70% UP TO HEIGHT OF 65'. SEE SHEET A11 AND A19.

TOTAL HORIZONTAL DISTANCE ALONG WEST BAY DRIVE = **926'**

VIEW BLOCKAGE AND HEIGHT INCREASES  
INCLUDES EXPANDED WATERFRONT TRAIL CORRIDOR

BUILDING 1 VIEW BLOCKAGE =	104'
BUILDING 2 VIEW BLOCKAGE =	104'
BUILDING 3 VIEW BLOCKAGE =	106'
BUILDING 4 VIEW BLOCKAGE =	110'
BUILDING 5 VIEW BLOCKAGE =	104'
<b>TOTAL VIEW BLOCKAGE =</b>	<b>(57%) 532'</b>

REQUIRED VIEW CORRIDOR (OPEN SPACE) = **(30%) 278'**  
PROVIDED OPEN SPACE = **(43%) 394'**

TOTAL HORIZONTAL DISTANCE ALONG EAST SHORELINE = **955'**

VIEW BLOCKAGE AND HEIGHT INCREASES  
INCLUDES EXPANDED WATERFRONT TRAIL CORRIDOR

BUILDING 1 VIEW BLOCKAGE =	106'
BUILDING 2 VIEW BLOCKAGE =	106'
BUILDING 3 VIEW BLOCKAGE =	106'
BUILDING 4 VIEW BLOCKAGE =	110'
BUILDING 5 VIEW BLOCKAGE =	104'
<b>TOTAL VIEW BLOCKAGE =</b>	<b>(56%) 532'</b>

REQUIRED VIEW CORRIDOR (OPEN SPACE) = **(30%) 287'**  
PROVIDED OPEN SPACE = **(45%) 423'**

**1 SITE PLAN- CONCEPT VIEW BLOCKAGE**

1" = 50'-0"



**VIEW BLOCKAGE & HEIGHT**

WEST BAY YARDS  
LUXURY WATERFRONT LIVING  
OLYMPIA

WEST BAY DRIVE | OLYMPIA, WA  
SCHEMATIC DESIGN | 11/22/24

**A15**





**1 SITE PLAN -VIEW CONTEXT**  
1" = 80'-0"

NOTE: SEE SHEET A17 FOR ADDITIONAL VIEW STUDY IMAGES AND INFORMATION.

**VIEW A - BEFORE**

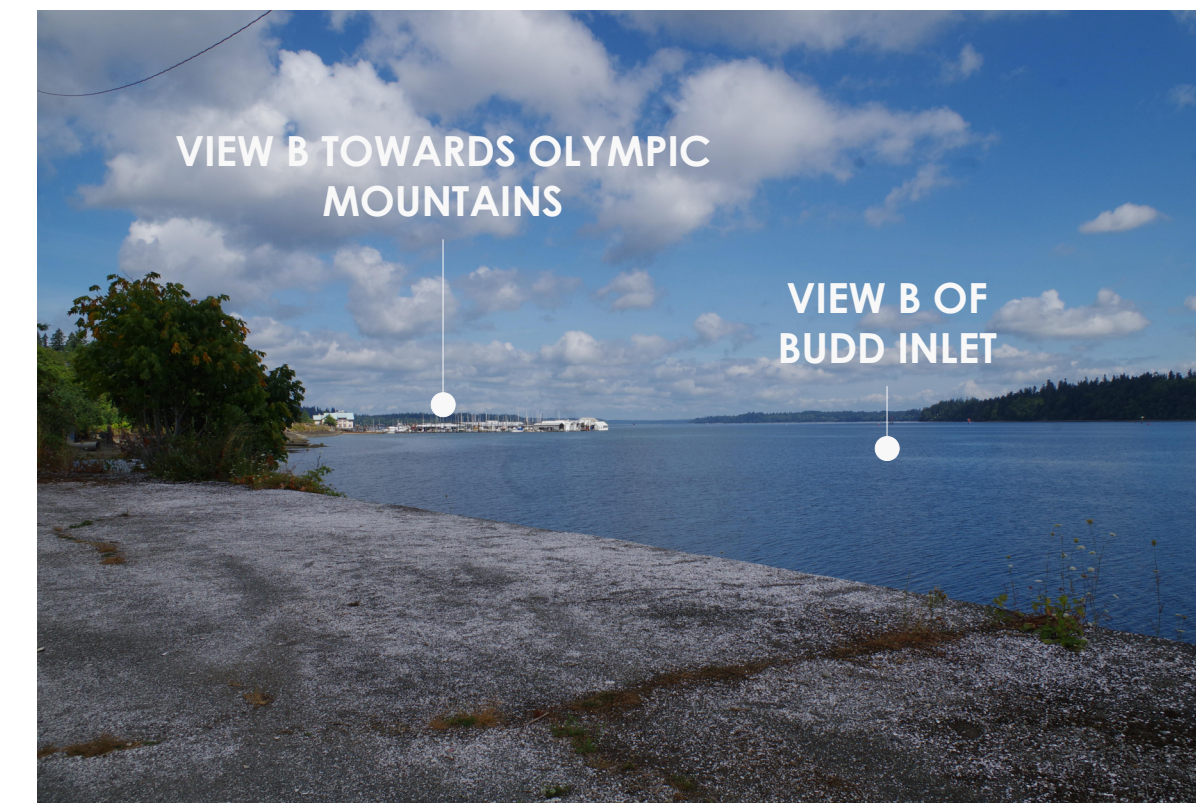


**VIEW STUDY A** - IS TOWARDS THE DIRECTION OF THE OLYMPIC MOUNTAINS AND BUDD INLET, NORTH-EAST OF THE PROPOSED SITE. WITH THE NEW RIPARIAN PLANTING ALONG THE EDGE OF THE ESPLANADE AND RIPARIAN PLANTING ON THE DOWNHILL OF THE SLOPE, VIEWS ARE STILL MAINTAINED AND VISIBLE FROM THE PEDESTRIAN EYE LEVEL. REFER SHORELINE LANDSCAPE DRAWINGS

**VIEW A - AFTER**

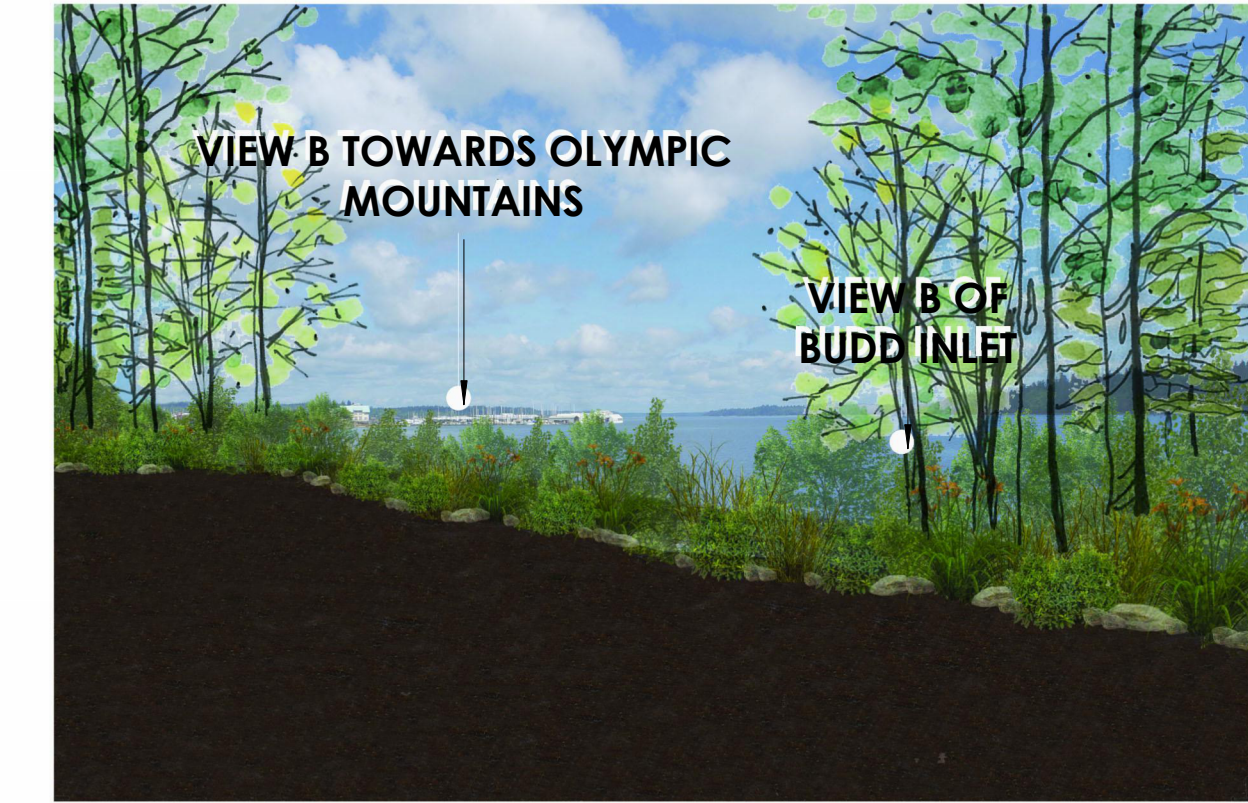


**VIEW B - BEFORE**

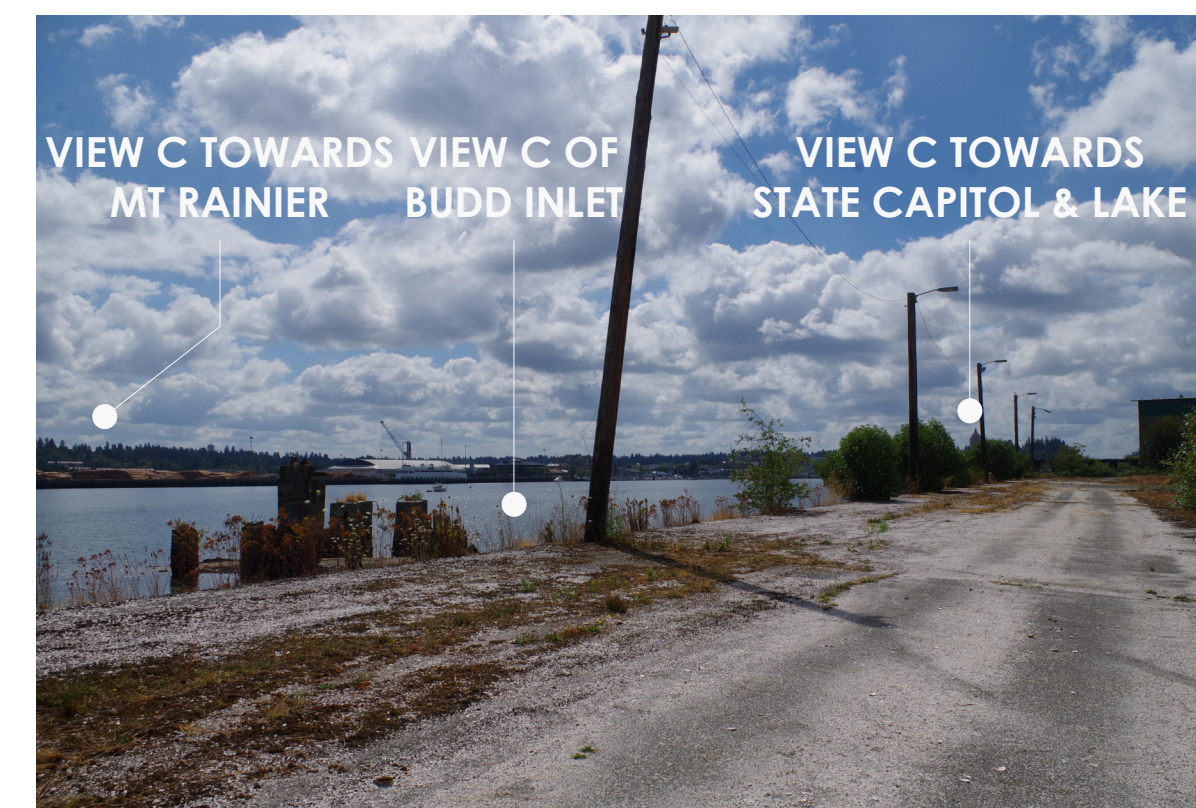


**VIEW STUDY B** - IS TOWARDS THE DIRECTION OF THE OLYMPIC MOUNTAINS AND BUDD INLET, NORTH-EAST OF THE PROPOSED SITE. WITH THE NEW RIPARIAN PLANTING ALONG THE EDGE OF THE ESPLANADE AND RIPARIAN PLANTING ON THE DOWNHILL OF THE SLOPE, VIEWS ARE STILL MAINTAINED AND VISIBLE FROM THE PEDESTRIAN EYE LEVEL. REFER SHORELINE LANDSCAPE DRAWINGS

**VIEW B - AFTER**



**VIEW C - BEFORE**



**VIEW STUDY C** - IS TOWARDS THE DIRECTION OF MT RAINIER, BUDD INLET, AND THE CAPITOL DOME SOUTH-EAST OF THE PROPOSED SITE. WITH THE NEW RIPARIAN PLANTING ALONG THE EDGE OF THE ESPLANADE AND RIPARIAN PLANTING ON THE DOWNHILL OF THE SLOPE, VIEWS ARE STILL MAINTAINED AND VISIBLE FROM THE PEDESTRIAN EYE LEVEL. REFER SHORELINE LANDSCAPE DRAWINGS FOR HEIGHT & CANOPY WIDTH.

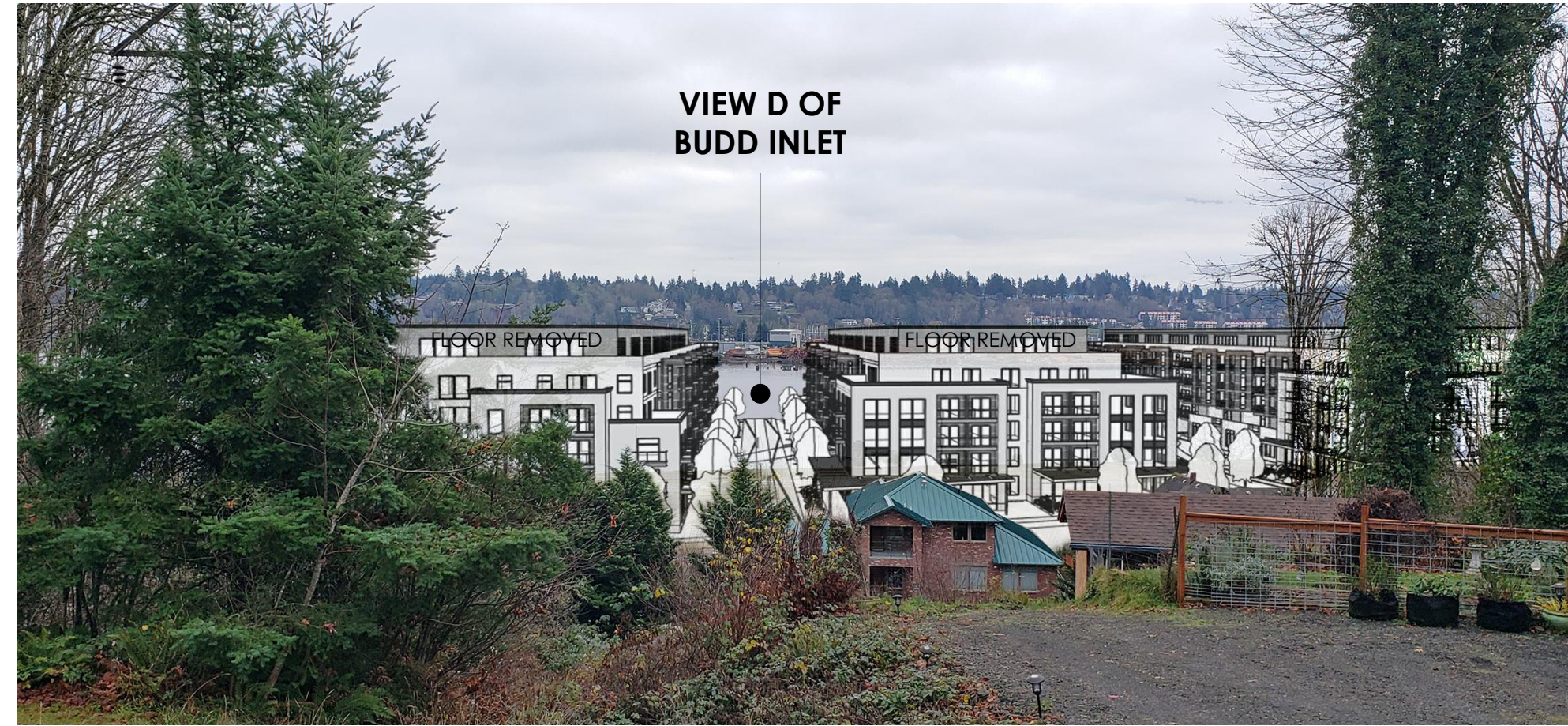
**VIEW C - AFTER**



VIEW D - BEFORE



VIEW D - AFTER



VIEW STUDY D - IS IN THE DIRECTION TOWARDS BUDD INLET, EAST OF THE PROPOSED SITE. WITH THE NEW RIPARIAN PLANTING ALONG THE EDGE OF THE ESPLANADE AND MAXIMUM 10' RIPARIAN PLANTING ON THE DOWNHILL OF THE SLOPE, VIEWS ARE STILL MAINTAINED FROM THE TOP OF THE HILL.

VIEW E - BEFORE



VIEW E - AFTER



VIEW STUDY E - IS LOOKING SOUTH DOWN WEST BAY DRIVE AND WEST OF THE PROPOSED SITE. PROPOSED BUILDINGS RESPOND TO THE EXISTING CONTEXT AND PEDESTRIAN SCALE BY MAINTAINING A 3-4 STORY HEIGHT. A NEW SIDEWALK WITH LANDSCAPE BUFFER, PROTECTED COVERED AREAS AND LIGHTING WILL IMPROVE ACCESSIBILITY FOR PEDESTRIANS ALONG WEST BAY DRIVE.

VIEW F - BEFORE



VIEW F - AFTER



VIEW STUDY F - IS LOOKING NORTH WEST BAY DRIVE AND WEST OF THE PROPOSED SITE. PROPOSED BUILDINGS RESPOND TO THE EXISTING CONTEXT AND PEDESTRIAN SCALE BY MAINTAINING A 3-4 STORY HEIGHT. A NEW SIDEWALK WITH LANDSCAPE BUFFER, PROTECTED COVERED AREAS AND LIGHTING WILL IMPROVE ACCESSIBILITY FOR PEDESTRIANS ALONG WEST BAY DRIVE.