

CITY OF OLYMPIA
Olympia Design Review Board

CONCEPT DESIGN REVIEW
STAFF REPORT
February 27, 2025

- Case Number/Name:** 21-2845 West Bay Yards
- Project Representative:** Thomas Architecture Studio
- Site Address:** 1210 West Bay Drive
- Project Description:** Development of 478 multifamily residential units in 5 buildings atop a single story of structured parking. Project includes ground floor commercial, public trails, street frontage improvements, and shoreline restoration work.
- Comprehensive Plan:** Urban Waterfront
- Zoning District:** Urban Waterfront
- Design Review Criteria:** 18.110 Basic Commercial and 18.155 West Bay Drive.
- Notification:** Notice of the Design Review Board Meeting was posted, mailed adjacent property owners within 300 feet of the site, and sent to parties of record on February 7, 2025.
- Board Responsibility:** The Board will make a recommendation to the Community Planning and Economic Development Department (CPED) Director regarding the adequacy of the project’s design. This application is for conceptual design review and requires review of the applicable design criteria within the Olympia Municipal Code. In situations where explicit compliance is not feasible, the Olympia Municipal Code 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.
- Land Use Review:** The proposal is currently under review by the Site Plan Review Committee; no decision will be made until after that review is complete. A SEPA Determination has not yet been made.

Project Overview:

The project is subject to a Development Agreement vesting the project to the Land Use regulations in effect in 2021. The Shoreline Substantial Development Permit application with design review associated was also submitted in 2021. The project has undergone three previous rounds of review by the Site Plan Review Committee. In each review, Design Review was postponed because the possible modifications to site design related to the shoreline restoration work. Now, at the 4th Round of review, the applicant has made modifications that give increased separation between the two elements of the project. Modification to the restoration work is less likely to affect the upland project, therefore Design Review of the proposed buildings can occur.

Site History:

The West Bay Drive area is unique because it is one of the most extensively studied areas within the City. After the Hardel Lumber fire of 1997, the community embarked on a journey to determine how the area should best be redeveloped. In 2001, the community adopted updates to the Comprehensive Plan and Zoning Code that envisioned significant urban scale growth to this area. The subject property was designated Urban Waterfront, which is intended to provide a mix of commercial, light industrial, and multifamily residential uses. The Comprehensive Plan envisions buildings of 3 – 7 stories and a minimum of 15 units per acre. This update was followed by the 2005 West Bay Drive Corridor Study, which was primarily a roadway capacity study that included goals for multi-modal improvement plans. The cumulative result of these efforts created unique and specific development regulations for West Bay Drive including height limits, view corridors, design standards, pedestrian trail plans, and even specific roadway design standards.

Since then, very little of the anticipated development has occurred. Regardless, the community has remained highly interested in this portion of the City. After the 2008 recession, efforts to study the area shifted towards restoration of Budd Inlet leading to the 2016 West Bay Restoration Assessment. This project includes an upland development which will be required to comply with all of the unique standards for West Bay Drive and a voluntary restoration component which has been designed to align with the 2016 Restoration Assessment.

Public Comments

This project has received over 100 public comment letters through the various rounds of review, however only two letters include information directly intended for the Design Review Board or related to building/project design. Both comment letters are provided as attachment 4. Topics can be categorized as follows:

- Desire to see improved pedestrian access to the waterfront.
- Expectation that views will be preserved. Focus on evaluating Basic Commercial 18.110.060

Land Use Review

The land use review process is currently underway. In addition to design review, the project proposal must meet building, fire, engineering, urban forestry, stormwater, shoreline, critical area and transportation code requirements. The City's Site Plan Review Committee is finalizing the 4th round of review. While the review is not complete, a few key topics that relate to the Design Review Board's review include:

- 1) Concerns regarding the adequacy of space for solid waste trucks turning around has been identified
- 2) Potential conflicts between pedestrians, bikers, and walkers in this same tight area adjacent to the solid waste enclosure.

It is likely relocation of the trail to the outside (north) side of the drive aisle will be required. This is relevant to the Board in the review the area adjacent to the parking structure on this side of the building.

DESIGN REVIEW

Please note that this is a Conceptual Design Review. Conceptual review involves the major design elements of a project which include site analysis and contextual response, site development, and architectural and landscape concepts as they relate to the general Citywide design criteria and the specific design criteria of the design district. Detail design review (which will occur later) involves all the detailed design elements of a project including materials, colors, final architectural elevations, and final landscape design and lighting.

The section called "How to Use Design Criteria (OMC 18.100.100)" in the Olympia Municipal Code provides instructions for meeting the City's design criteria. Compliance with each requirement is necessary; the guidelines provide methods to achieve compliance with the requirements. Applicable guidelines must be incorporated into the project design except in cases where the proposed design solutions are considered by the Board and/or staff to be equal to or better than the guidelines and meet the intent of the requirement.

Review of Design Criteria

Staff evaluated the project proposal based on:

- 1) A checklist prepared by the applicant indicating how compliance with the design criteria is met (Attachment 2); and
- 2) A design review packet prepared by the applicant with a project narrative and architectural plans (Attachment 3).

Staff found that the proposal generally addresses the criteria within the code, though some items may merit further review by the Board. These items are discussed below and included in recommended conditions of approval.

Review Approach

The project can be best evaluated by breaking the project into two distinct parts:

- 1) The upland project: including the work anticipated 30' or more above the shoreline Ordinary High Water Mark. This would include the paved pathways, parking structure and buildings, frontage improvement etc.
- 2) The shoreline restoration: including the shoreline restoration work.

The Board's review should focus on the upland project as this is what the design review criteria relates to. The Site Plan Review Committee and outside agencies are continuing to review the shoreline restoration work.

The top (roof) of the parking garage structure provides a pedestrian plaza/parking lot at grade level with West Bay Drive. The five towers placed on top of the structured parking appear to be individual buildings when looking at the site from West Bay Drive. On the North, East, and South sides of the building the structured parking is the dominant feature at the pedestrian level and can be evaluated as a single structure. The elevation change between West Bay Drive and the pedestrian promenade along the waterfront is sometimes difficult to identify in plans but should be carefully considered when reviewing.

The project has applied for the maximum height bonus allowed by code. Plans are drawn with the assumption the bonus will be granted. The Board's review should focus on the plans as shown. Should the height bonus be denied or reduced, the building design would likely be significantly altered, and additional design review would probably be warranted. The height bonus is relevant to the design review in a few ways:

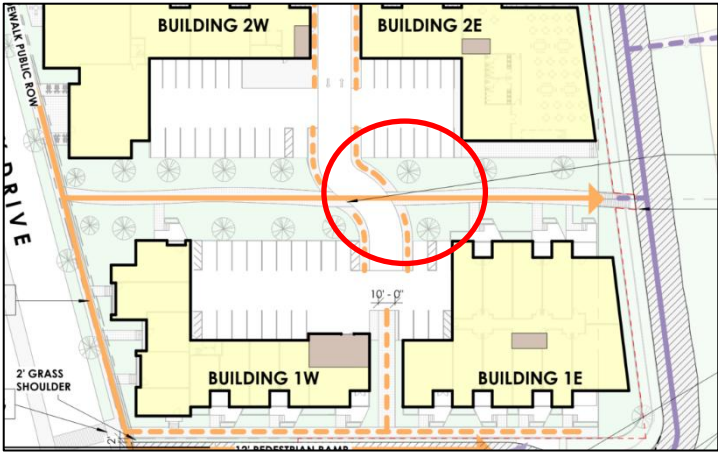
- 1) The pedestrian promenade / trail is provided and wraps around the building at the ground level. This pathway is required for the height bonus and will be required to be dedicated to the City. Building design from these vantage points are relevant to some of the design criteria.
- 2) View preservation is addressed in the City's code in three distinctly different places, all with nuancedly different requirements. The Board's preview applies to the Basic Commercial Design Criteria related to preservation of views. The Board does not have review authority over other code sections such as the Shoreline Master Plan.
- 3) View Corridors are required by the Municipal Code, and must be larger (wider) when buildings are taller. The distance between each tower is intended to meet view corridor requirements and cannot be reduced in width.

The project is intended to be built out in a phased approach. This is relevant to the Board because many of the amenities and site improvements may not be installed at the same time as each individual building. See the

phasing plan on sheet A 9 for details. The parking garage would be constructed first, with the 5 buildings / towers placed on top being constructed over a 15-year phased time frame.

Pedestrian Circulation

Several code sections aim to achieve a functional pedestrian circulation route around and through the site. Staff found the requirements to be achieved and exceeded. The design shows a strong emphasis on the pedestrian experience including a crosswalk to the pedestrian trail across the street. As the Board reviews OMC 18.110.030 and 18.110.050, consider how pedestrian circulation and amenities have been designed and provided. An area of possible focus relates to the interaction between the vehicular traffic on the plaza and the movement of pedestrians. Sheet A 11 shows the proposed pedestrian routes and indicates bollards are intended to be placed in areas with vehicular traffic. The Board may want to consider if other features such as alternative surfacing materials, color and truncated domes are warranted. Similarly, plan sheets A 18 and A 19 show the design for benches and other pedestrian amenities, but their proposed locations are not clear. This level of detail is better suited for Detail Design Review which will occur with the future building permit applications, but the Board could provide guidance on location and timing of installation in association with the phasing plan.



View Preservation

OMC 18.110.070 requires the applicant to address views from the public Rights of Way (ROW) to specific features as outlined in the Scenic Vista Overlay Map be preserved through site design. According to the Scenic Vista Overlay Map (see map to right), there are two view directions of particular importance from this location - that of Budd Inlet and Mt. Rainier. Plans provided indicate significant efforts to ensure views from West Bay Drive are maintained through the site. There are also additional public views being provided through the addition of the pedestrian promenade and public plaza spaces. The applicant provided a view study (sheets A 15 and 16) that addresses views from a variety of locations. It should be noted that the view study from the applicant addresses more view points than is required by the design criteria. This is likely because they are addressing additional code criteria outside the Boards review authority. Based on the view study information provided, Staff finds the design criteria has been met, but looks to the Board for consideration. This is a topic of particular community interest and should be carefully evaluated.



Blank Walls

The façade of the buildings along West Bay Drive is designed in a way that avoids use of blank walls. The parking structure that faces the pedestrian promenade / dedicated trail surrounding the building on the north, east, and south sides include significant expanses of concrete wall directly adjacent to the primary pedestrian pathway. The Board may want to give feedback on ways to screen these walls, particularly on the north and south sides of the parking structure (see image below), such as vegetation that would grow up the walls, color or material changes, artwork, lighting, modulation, or other alternatives as appropriate. See Sheets A 37, A 41. The east façade (facing the shoreline) appears to be broken up by a series of retaining walls with vegetation, which is likely acceptable.



Invoking a Waterfront Heritage: OMC 18.155.050 relates specifically to the West Bay Drive design criteria and asks the applicant to use materials that reflect a traditional Pacific northwest Waterfront. The guidance provided are suggestions, but not requirements, but do give a more clear sense of the intent of a waterfront heritage than the requirement alone. The applicant's narrative states the project is in compliance and indicates queues have been taken from historical structures and other developments along West Bay Drive, but it is not particularly clear which features nor what nearby structures. The building's materials and colors are natural and include earthy tones. The Board should carefully evaluate materials and color related to the desire for a waterfront heritage perspective.

Staff Recommendation

Staff recommends that the Design Review Board provide a recommendation to approve the Concept Design proposal as follows:

- A. **Context Plan:** Approve as proposed
- B. **Site Plan and Landscape Plans:** Conditionally approve with the following conditions to be addressed with the Detail Design Review application:
 - 1) Add material changes, or other similar features to locations where pedestrians will cross drive aisles on the plaza level.
 - 2) Add landscaping, artwork, and other features to break up large expanses of concrete wall at the parking garage level along the north and south sides of the parking garage.
- C. **Building Design:** Approve with conditions to be addressed with the Detail Design Review Application:
 - 1) Provide specifics on the other nearby buildings used as examples for the waterfront heritage evoked by this buildings design.
- D. **Detail Design Elements:** Approve as proposed

Submitted By: Nicole Floyd AICP, Principal Planner

- **Attachment 1** - Staff Report
- **Attachment 2** - Design Review Checklist - Narrative provided by applicant
- **Attachment 3** - Combined Design Review Packet
- **Attachment 4** – Public Comments



West Bay Yards – Design Review checklist

October, 2024.

Provide response to all design criteria in OMC 18.110 (Basic Commercial), and OMC 18.155 (West Bay Drive).

Section 18.110 Design Review Narrative

Frontage

Buildings abut over 50% of the street frontage, and gaps between buildings do not exceed 78'. Surface parking is tucked behind the buildings or below and not visible from West Bay Drive. See Sheet **A15**.

Connections

Clear pedestrian circulation is shown on plans, with several routes from West Bay Drive down to the expanded trail along the waterfront, and connections from Woodard Trail. Only 3 vehicular curb cuts for the entire development evenly spaced along the frontage (See Sheet **A6.1**). Direct clear visual connections established through views from West Bay Drive out to the water. Signage and wayfinding is established throughout the site directing the public to various amenities; public trails, and site entrances. See Sheets **A15, A18 & A19**.

Fences & Walls

The only fencing or fence walls on the development consist of open cable rail for safety fall protection as well as along the water side of the trail to protect the vegetation conservation area. See Sheet **A19** and shoreline landscape drawings

Pedestrian Amenities

Pedestrian amenities include the expanded trail, as well as other amenities throughout the plaza level. benches, trash receptacles, pedestrian lighting, trees & vegetation, kayak launch, shoreline access points and bike racks. See Sheet **A18 and A19**.

View Preservation

Lots of design consideration has been put into the preservation of views through view corridors, vegetation selection, access to an expanded pedestrian trail for public to access views of the Sound as well as mountains. See Sheets **A15 to A17**.

Building Location & Design

See notes above about frontage and building design/ layout. Buildings located along West Bay Drive and pedestrian plazas at street level have been introduced to activate the development with public use. Vehicle parking is located behind or under the buildings and is secondary to pedestrian use. See Sheets **A12** and **A30**. Building entrances are clearly defined and sheltered with canopies. Overall buildings are designed with 3 parts (Base-not more than 2 stories, Middle &Top). See Sheets **A33 to A42**.

Maintaining Human Scale

Human scale is created through windows & glazing, architectural details, brick coursing, base plinth, and lots of windows and openings on all sides and a tripartite hierarchy to the buildings. Retail shops are located at street level. Balconies, variety in cladding materials, as well as plantings, landscape bench/retaining walls & vegetation also contribute to maintaining human scale. See Sheets **A33 to A42**.

Street Walls

Lots of high proportion glazing is incorporated at the street level off West Bay Drive exceeding that 60% requirement at commercial/retail uses. See sheets **A34, A36, A38, A40 & A42**. Large Plaza/ pedestrian areas separating buildings break up the development and contribute to the overall openness which make it inviting to the public. See Sheet **A15**.

Windows

Windows provide relief, detail, and variation to each building façade. There is established rhythm at, base, middle and at top of building. Balconies at residential units break up the window grid and provide harmony to overall elevations. Division of windows through mullions and transoms add a sub-level of design harmony and contribute to the sense of human scale. Increased amounts of glazing are used at the street level commercial/retail shops. See Sheets **A33 to A42**.

Projections into Right-of-Way

A variety of projections, awnings, canopies, balconies are provided. To add levels of interest and variety, some of these project into the public street ROW, however most do not, due to the buildings set back from West Bay Drive to enhance the drive-ability/walkability of vehicular/pedestrian traffic.

Roofs

Roofs are designed to provide a variety of relief and detail throughout the development. A variety of overhangs and step-backs contribute to this as well as large ground level canopies. Gables were limited to preserve views for inland neighbors. See Sheets **A33 to A42**.

Corners

Pedestrian friendly corners at intersections and development entrances have been established through inset entrances, protective overhangs, and large display windows.

Consistency

All buildings for this development have a consistent design to them from all sides through use of similar materials colors, datums fenestration, balconies, and detailing. See Sheets **A33 to A42**.

Colors and Materials

Colors and materials fit within the Pacific Northwest Palette. No highly reflective materials have been selected, or large expanses of mirrored or heavily tinted glazing. See Sheets **A33 to A42**.

Lighting

Modest site lighting has been incorporated throughout the development to provide general visibility and site security, emphasize key architectural elements, and pedestrian paths/ walkways. Lighting will be designed to not shine off into adjacent site, buildings or onto water while maintaining dark skies to the greatest extent possible while avoiding glare over the water. See Sheet **A43**.

Parking Structures

All vehicle entry to the parking areas is concealed behind the buildings or below the street level. No street façade parking. See Sheets **A12 & A30**.

Plant Selection

Plant and tree selection has been based off native varieties that are compatible with the existing landscaping and adjacent vegetation. Tree size and heights have been selected based upon size at maturity and are well suited for their locations. See Shoreline landscape drawings and Sheet **A16**.

Screening Site Services

Service areas have been carefully located to be screened from public view including things like solid waste/ trash compactors, garbage collection below the street level, and service access below street level as well. See Sheet **A20**. Screening of at-grade equipment will be provided by landscaping (trees and shrubs). Building mounted equipment will be screened or located up at roof level behind screening walls.

Screening Blank Walls

Overall building design and layout provides minimal blank walls throughout the development. Landscaping trees and shrubs will be provided for required screening as needed.

Section 18.155 West Bay Drive Design Review Narrative

Lighting

Lighting will be designed to not shine off into adjacent site, buildings or onto water while maintaining dark skies to the greatest extent possible and avoiding glare over the water.

View Corridors

Site has been laid out to avoid blocking views of the water from the view corridor. See Sheets **A15 to A17**.

District architectural concept

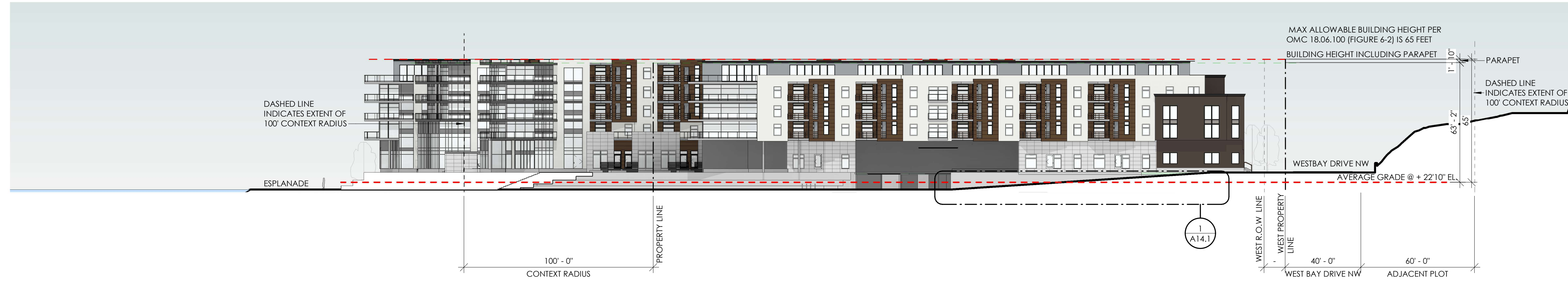
Design uses elements (Pacific Northwest architectural features and materials) along West Bay Drive to invoke waterfront heritage. Cues have been taken from historical structures and other developments along West Bay Drive. Features include Post & beam construction, wood siding, brick, earthy tones. See Sheets **A33 to A42**.

Creation of Human Scale

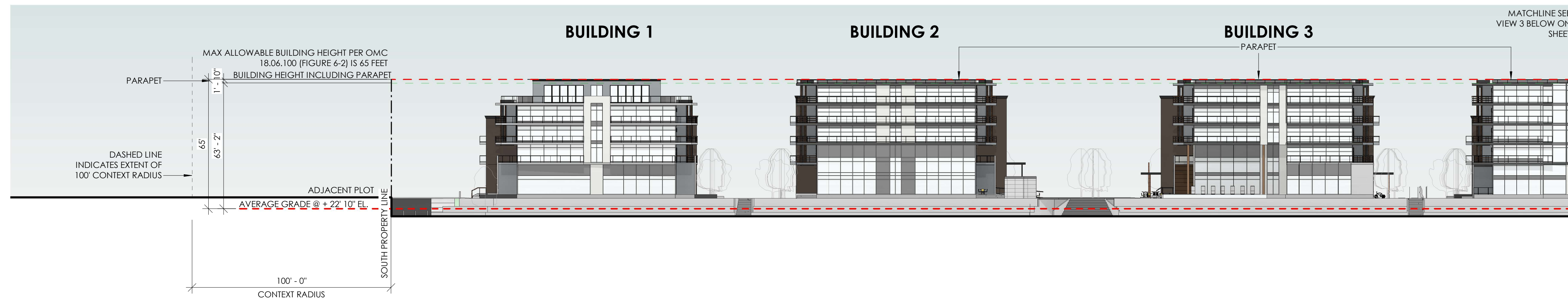
Human scale is created through windows & glazing, brick coursing, base plinth, punched windows and façade openings on all sides and a tripartite hierarchy to the buildings. See Sheets **A33 to A42**.

Windows

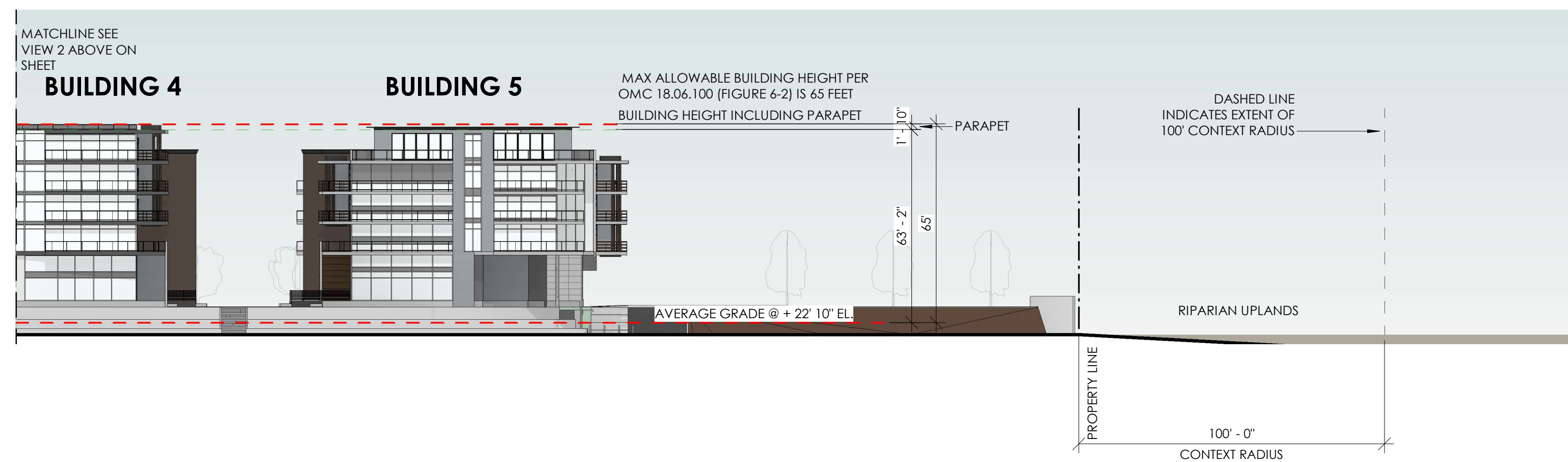
Building and window orientation is designed to provide access to views of the nearby scenery as well as preserve privacy for tenants and for neighbors.



1 NORTH ELEVATION - 100' CONTEXT
1/32" = 1'-0"



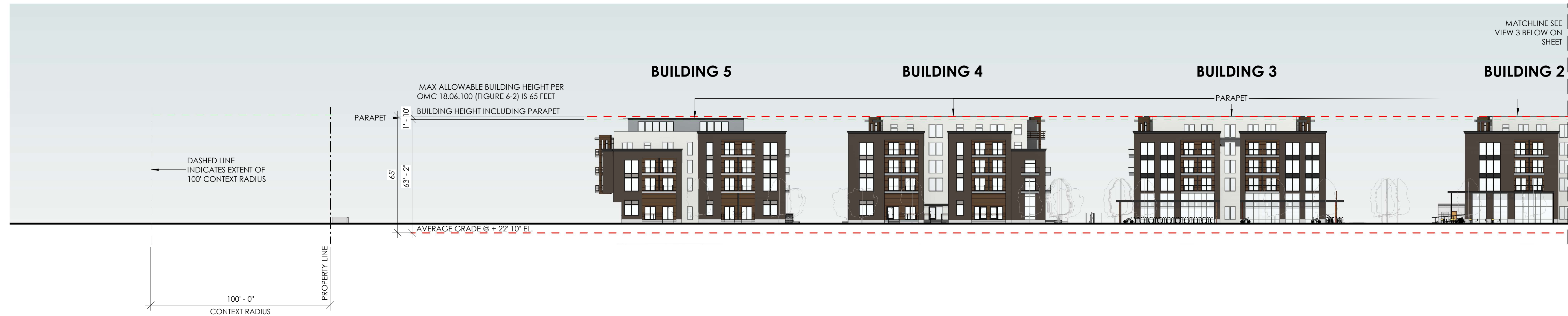
2 EAST ELEVATION - 100' CONTEXT A
1/32" = 1'-0"



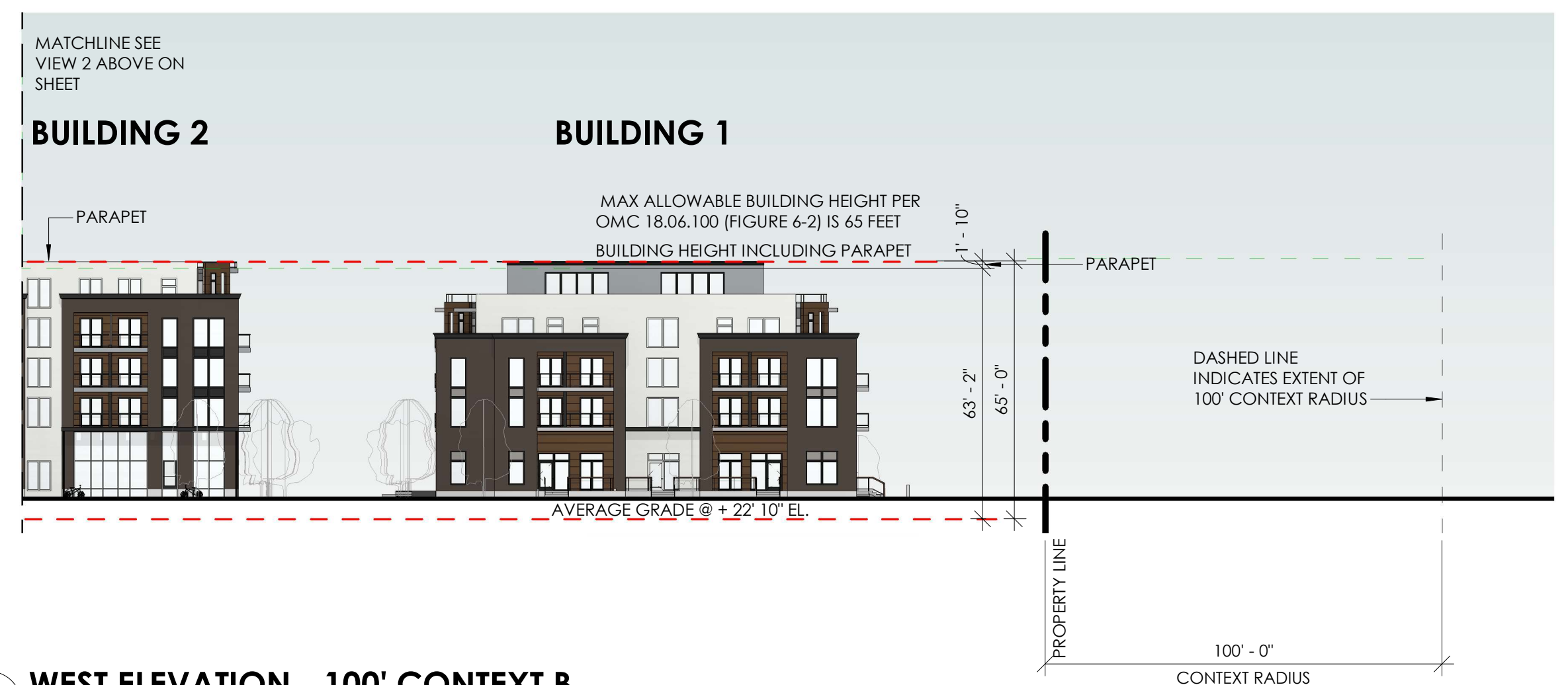
3 EAST ELEVATION - 100' CONTEXT B
1/32" = 1'-0"



1 SOUTH ELEVATION - 100' CONTEXT
1/32" = 1'-0"



2 WEST ELEVATION - 100' CONTEXT A
1/32" = 1'-0"



3 WEST ELEVATION - 100' CONTEXT B
1/32" = 1'-0"



LOOKING NORTHEAST TOWARDS OLYMPIC MOUNTAINS



LOOKING EAST TOWARDS PORT OF OLYMPIA



LOOKING SOUTHEAST TOWARDS DOWNTOWN & CAPITOL DOME



LOOKING NORTHWEST TOWARDS EXISTING OFFICE BUILDING



LOOKING WEST TOWARDS EXISTING OFFICE BUILDINGS



LOOKING SOUTHWEST TOWARDS EXISTING RESIDENCE



EXISTING ADJACENT ABANDONED STRUCTURE LOCATED SOUTH OF SITE



EXISTING ADJACENT ABANDONED STRUCTURE LOCATED SOUTH OF SITE



VIEW FROM WOODARD AVE NW DRIVEWAY

SITE INFORMATION

PARCEL NO. 72600200101, 72600200102, 72600200103, 72600200104, 72600200105
 ZONING: UW (URBAN WATERFRONT)
 JURISDICTION: CITY OF OLYMPIA
 LOT AREA: 19.48 ACRES
 SITE ADDRESS: 1210 WEST BAY DRIVE NW OLYMPIA, WA 98502
 SITE AREA: SEE TABLES IN SHEET A6.1
 BUILDING AREA: SEE TABLES IN SHEET A6.1 (BUILDING COVERAGE)
 OPEN SPACE AREA: SEE TABLES IN SHEET A6.1 (BUILDING COVERAGE)

LOT AREAS

SEE SURVEY FOR RECORDED PARCEL AREAS AND SHEET A6.3 FOR DETAILS

SITE REGION	AREA	NO.	DESCRIPTION
LOWER LEVEL COVERAGE	236,652 SF	1	PARKING GARAGE BELOW OVERHEAD BUILDING BEYOND PARKING FOOTPRINT
OVERHEAD COVERAGE	13,495 SF	2	LOWER LEVEL+PLAZA COVERAGE
TOTAL BUILDING COVERAGE	250,148 SF	3	LANDSCAPED AREA ON PLAZA
VEGETATED ROOF	43,627 SF	4	2 FEET OF OVERHEAD EAVES
OPEN SPACE	5,875 SF	5	AREA w/in EX. OHWM LINE
LOT AREA	350,554 SF	6	

***TOTAL BUILDING COVERAGE**

Building Area includes hardscape on Plaza and Open Area includes Vegetated Roof over parking garage/Plaza per Parcel

INCLUDES	TYPE	Area	% OF TOTAL SITE
BUILDING 1	BUILDING	34,337 SF	9.8%
BUILDING 2	BUILDING	46,195 SF	13.2%
BUILDING 3	BUILDING	48,233 SF	13.8%
BUILDING 4	BUILDING	42,322 SF	12.1%
BUILDING 5	BUILDING	29,559 SF	8.4%
BUILDING		200,646 SF	57.2%
TOTAL BUILDING COVERAGE			
BUILDING 1 OPEN SPACE	OPEN SPACE	34,810 SF	9.9%
BUILDING 2 OPEN SPACE	OPEN SPACE	22,374 SF	6.4%
BUILDING 3 OPEN SPACE	OPEN SPACE	25,785 SF	7.4%
BUILDING 4 OPEN SPACE	OPEN SPACE	23,504 SF	6.7%
BUILDING 5 OPEN SPACE	OPEN SPACE	43,434 SF	12.4%
OPEN SPACE		149,908 SF	42.8%
TOTAL SITE AREA		350,553 SF	100.0%

BUILDING INFORMATION

BUILDING	AREA	UNIT COUNT	COMMERCIAL AREA
BUILDING 1	129,349 SF	97	0 SF
BUILDING 2	158,359 SF	85	16,587 SF
BUILDING 3	164,854 SF	84	4,378 SF
BUILDING 4	188,695 SF	126	0 SF
BUILDING 5	116,726 SF	86	0 SF
Grand total	757,982 SF	478	20,965 SF

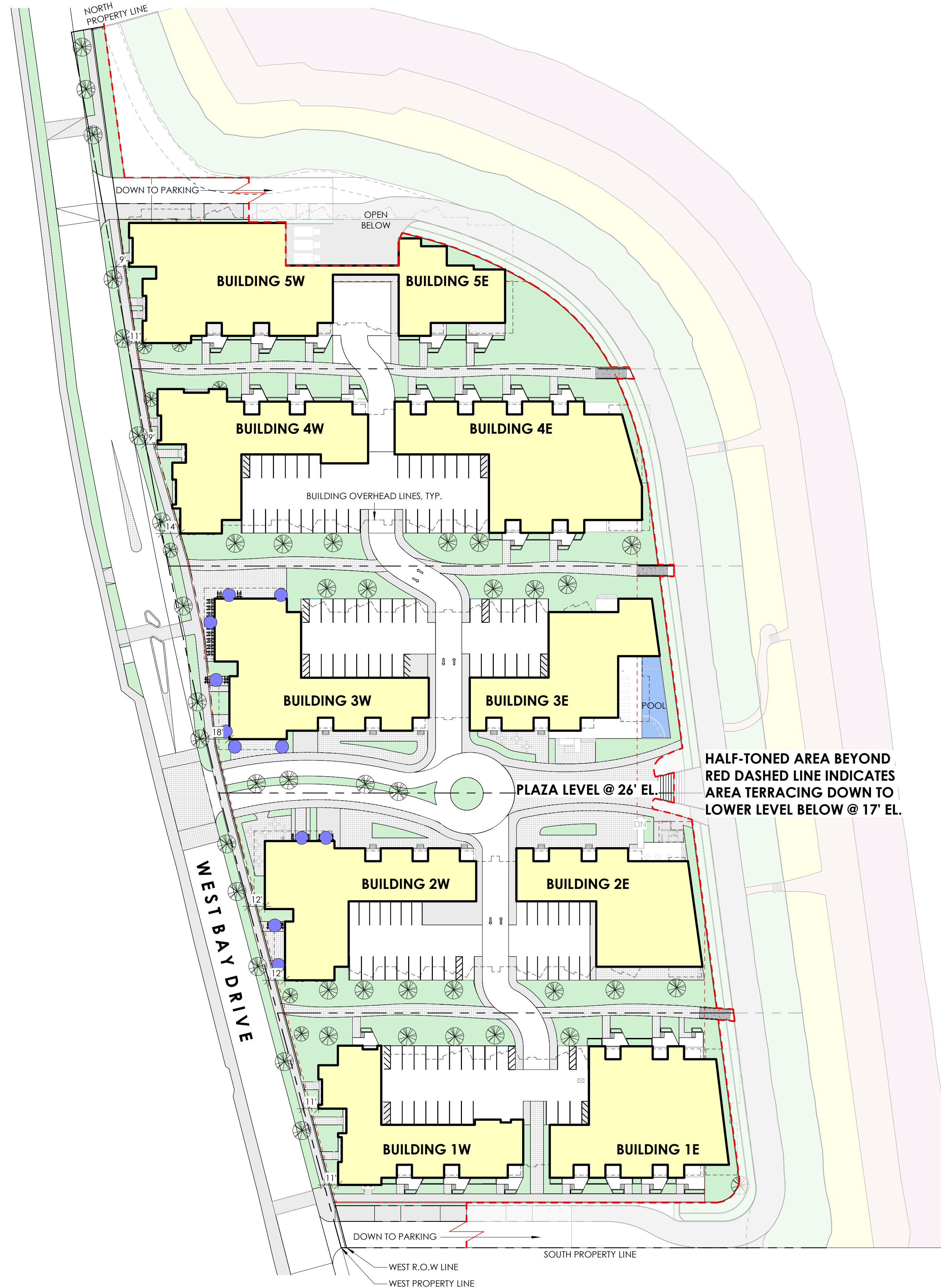
SITE USAGE

PER OMC DEFINITIONS 18.02.180:
***COVERAGE, BUILDING:** THE PORTION OF A LOT COVERED BY THE PRINCIPAL AND ACCESSORY BUILDING FLOOR AREA INCLUDING ALL AREAS COVERED BY A WEATHER-TIGHT ROOF, EXCLUDING TWO FEET OF EAVES.
COVERAGE, IMPERVIOUS: THE AREA WHICH IS OCCUPIED OR COVERED BY ALL IMPERVIOUS SURFACES INCLUDING TOTAL HORIZONTAL SURFACE OF ALL BUILDINGS, EXCEPT 2' OF EAVES.
VEGETATED ROOF: A ROOF DESIGNED AND CONSTRUCTED TO SUPPORT, AND THAT DOES SUPPORT, LIVING VEGETATION WITH AT LEAST THREE INCHES OF ENGINEERED SOIL.
 SEE GRAPHICS ON SHEET A6.3

LOT OCCUPANCY: PER 2020 OMC 18.06.080 : TABLE 6.02 FOR URBAN WATERFRONT, MAX ALLOWABLE IMPERVIOUS SURFACE COVERAGE =100% . MAX. ALLOWABLE BUILDING COVERAGE= 60%.

PROPOSED SITE: SEE TABLES ON SHEET A6.1 FOR
 • BUILDING COVERAGE PERCENT PER PARCEL
 • LANDSCAPE (PERVIOUS) AREA - INCLUDED IN BUILDING OPEN SPACE
 • BUILDING (IMPERVIOUS) AREA - INCLUDES PLAZA HARDSCAPE

PARCEL LINES PER BOUNDARY LINE ADJUSTMENT (BLA) DRAWING SUBMITTED BY MTN2COAST TO CITY DATED 05/10/2023.



SITE BIKE PARKING

- LOCATION OF COVERED SHORT TERM BIKE PARKING
- LOCATION OF INDOOR LONG TERM BIKE PARKING

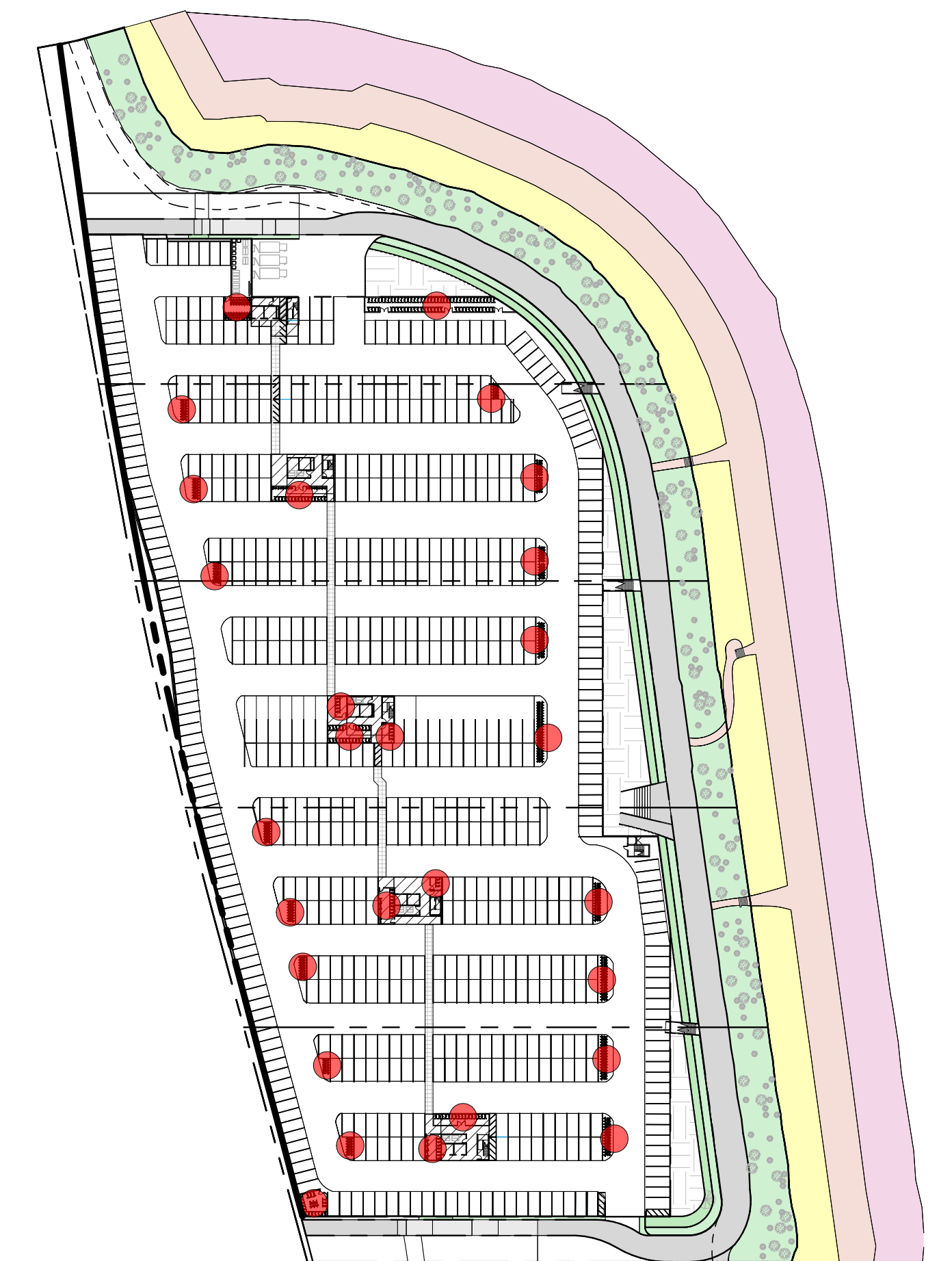


LONG TERM BIKE PARKING

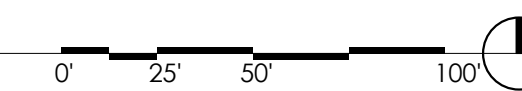


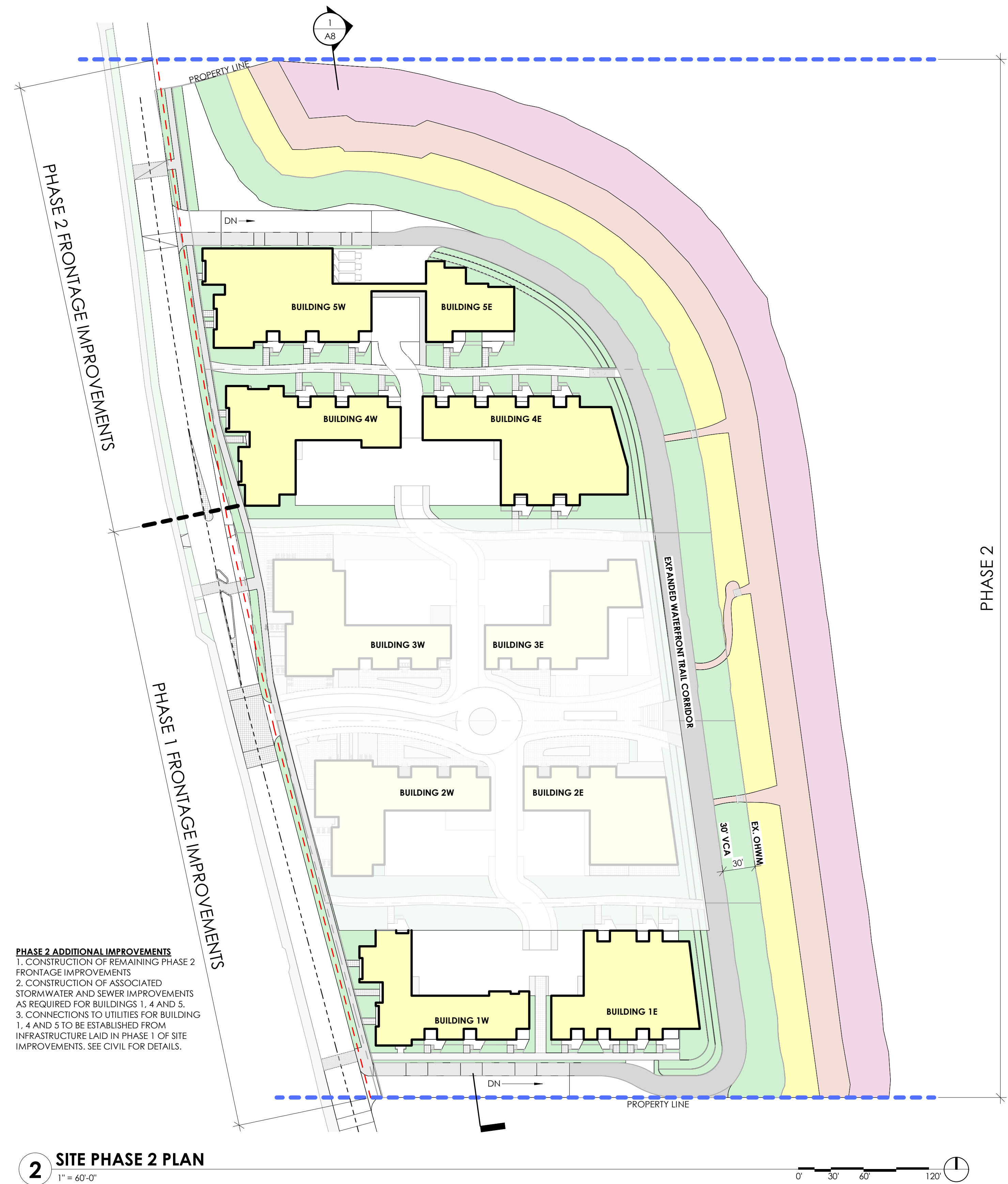
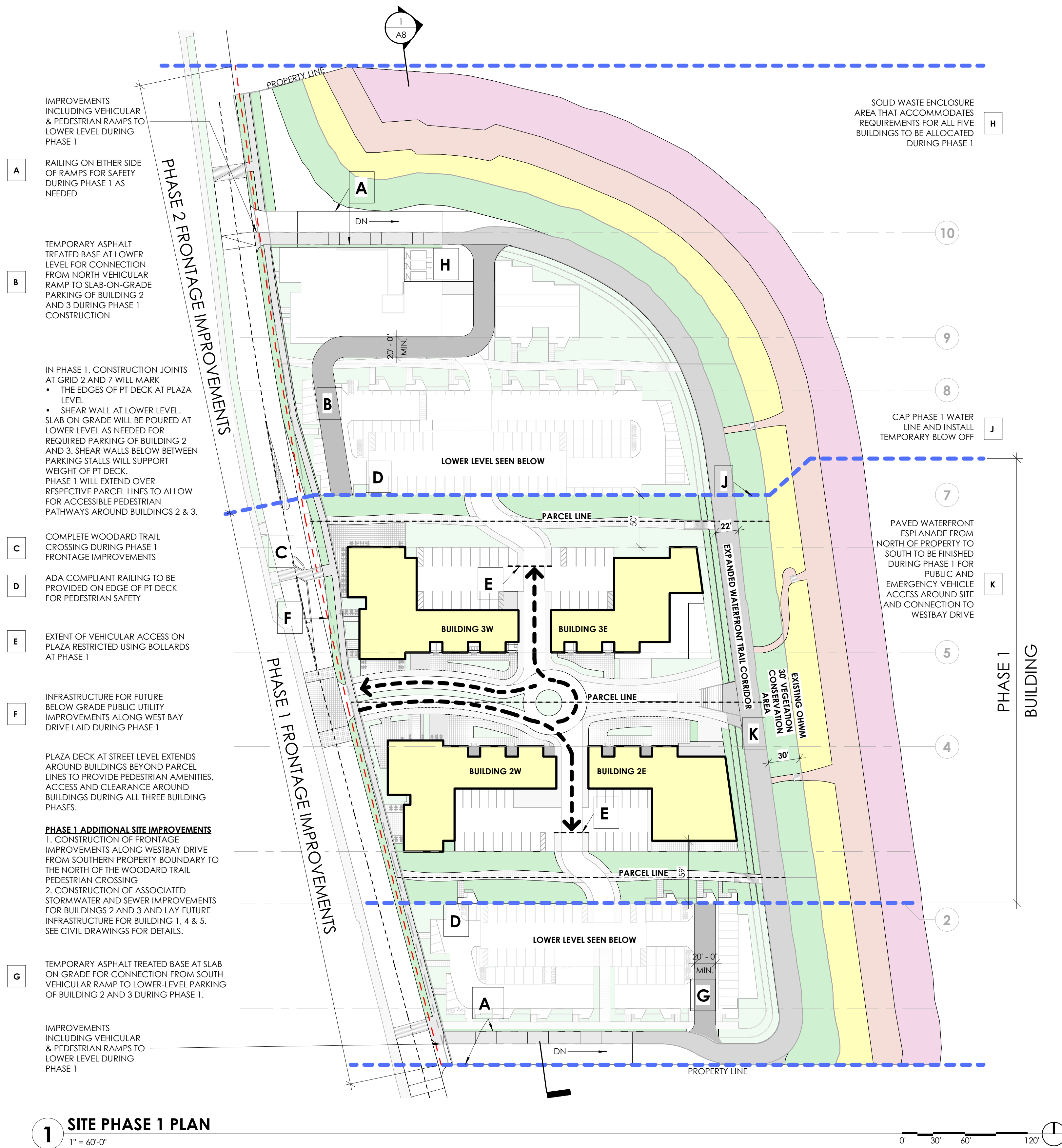
SHORT TERM BIKE PARKING

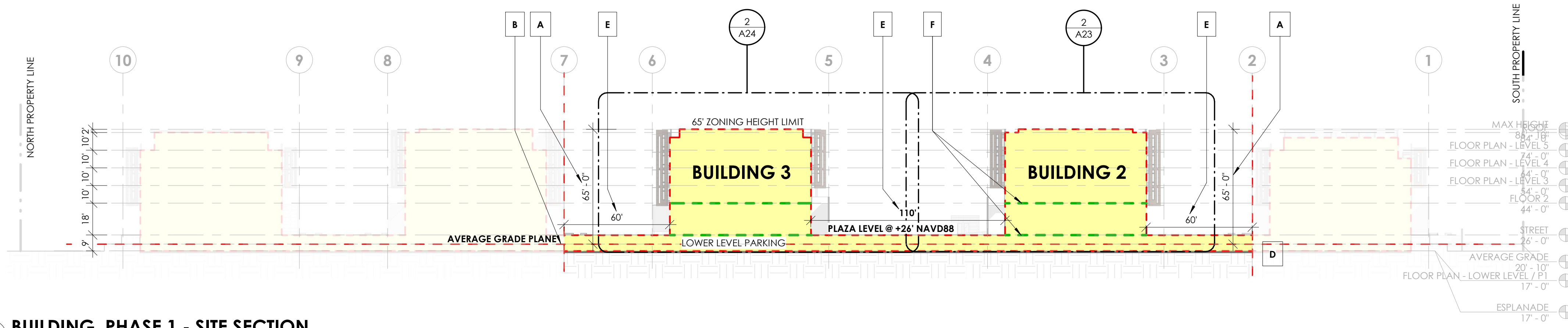
LOWER LEVEL PARKING



1 SITE PLAN- CONCEPT -SD
 1" = 50'-0"

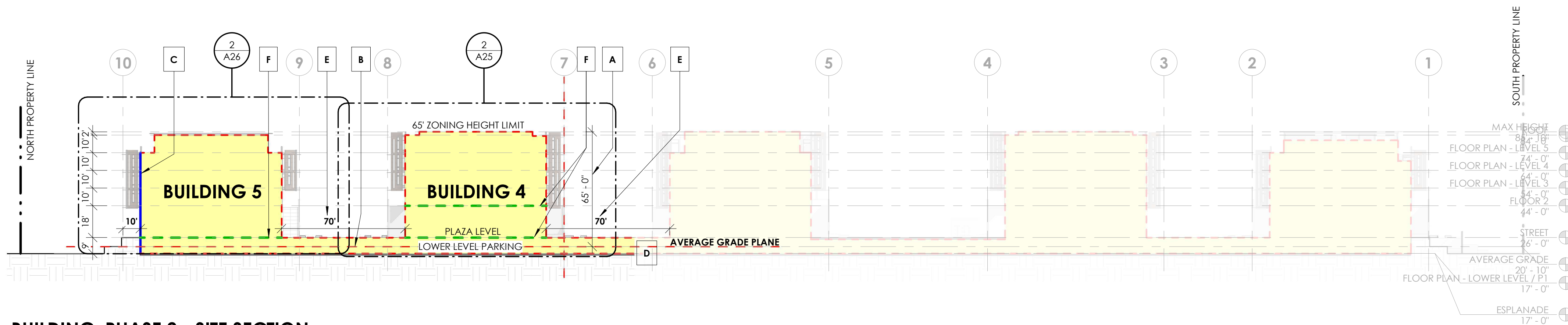






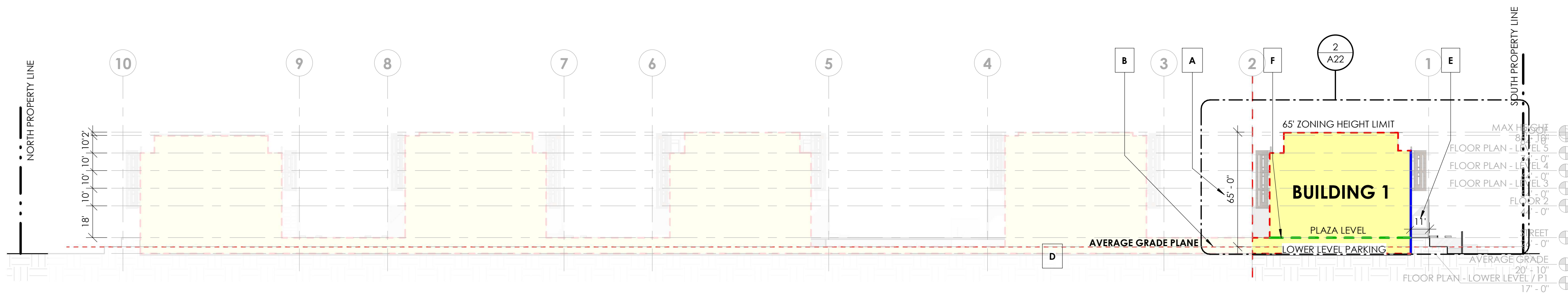
1 BUILDING PHASE 1 - SITE SECTION
1" = 40'-0"

- A** PER DEFINITIONS PROVIDED UNDER THE 2020 UNIFIED DEVELOPMENT CODE OF OMC, SECTION 18.20.120. HEIGHT (OF STRUCTURE): THE DIFFERENCE BETWEEN THE AVERAGE GRADE LEVEL AND THE HIGHEST POINT OF A STRUCTURE (NOT INCLUDING TEMPORARY CONSTRUCTION EQUIPMENT); 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.
- B** PER SECTION 18.02.180, GRADE IS, GRADE, THE FINISHED GROUND LEVEL ADJOINING THE BUILDING AT THE EXTERIOR WALLS. 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.
- C** EXTERIOR WALLS OF BUILDING ADJOINING AVERAGE GRADE PLANE (BLUE LINES)

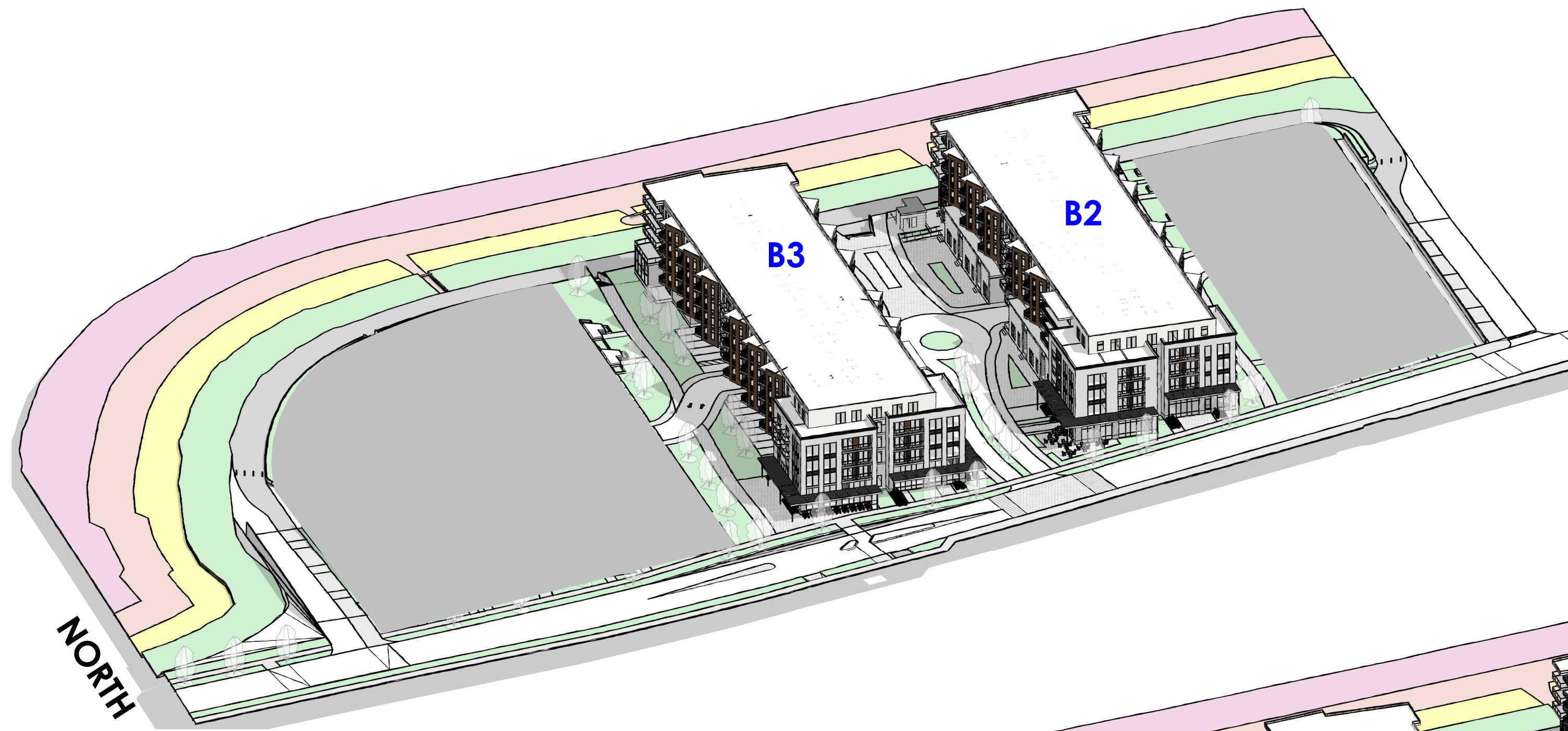


2 BUILDING PHASE 2 - SITE SECTION
1" = 40'-0"

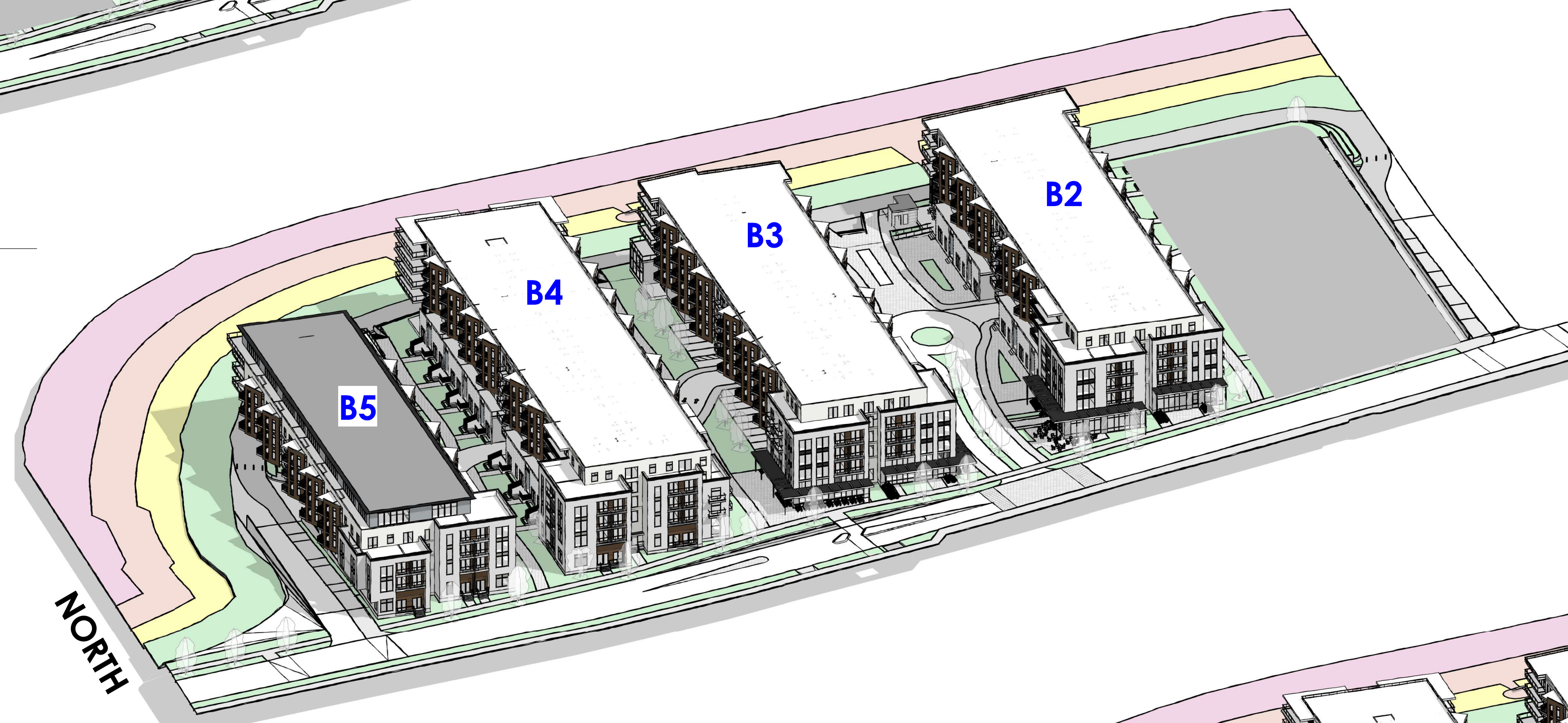
- D** THE LOWER-LEVEL PARKING IS A FLOOD PROOF ENCLOSURE USED SOLELY FOR PARKING AND BUILDING ACCESS.
- E** IN ALL PHASES, THE PLAZA POST-TENSIONED DECK EXTENDS ON ALL SIDES OF THE BUILDING BEYOND PARCEL LINES TO PROVIDE PEDESTRIAN AMENITIES AND ACCESS AROUND BUILDING
- F** HORIZONTAL BUILDING SEPARATION OF TYPE IA CONSTRUCTION MAKES THE PORTION OF THE BUILDING ABOVE A SEPARATE AND DISTINCT BUILDING FOR THE PURPOSES OF DETERMINING AREA LIMITATIONS, CONTINUITY OF FIRE WALLS, LIMITATIONS OF NUMBER OF STORIES AND TYPE OF CONSTRUCTION PER WA AMENDMENT OF IBC 510.2. SEE GREEN DASHED LINES. SEE SHEET A27.
- G** 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 SHEETS A11, A15, A21 AND A29 FOR DETAILS.



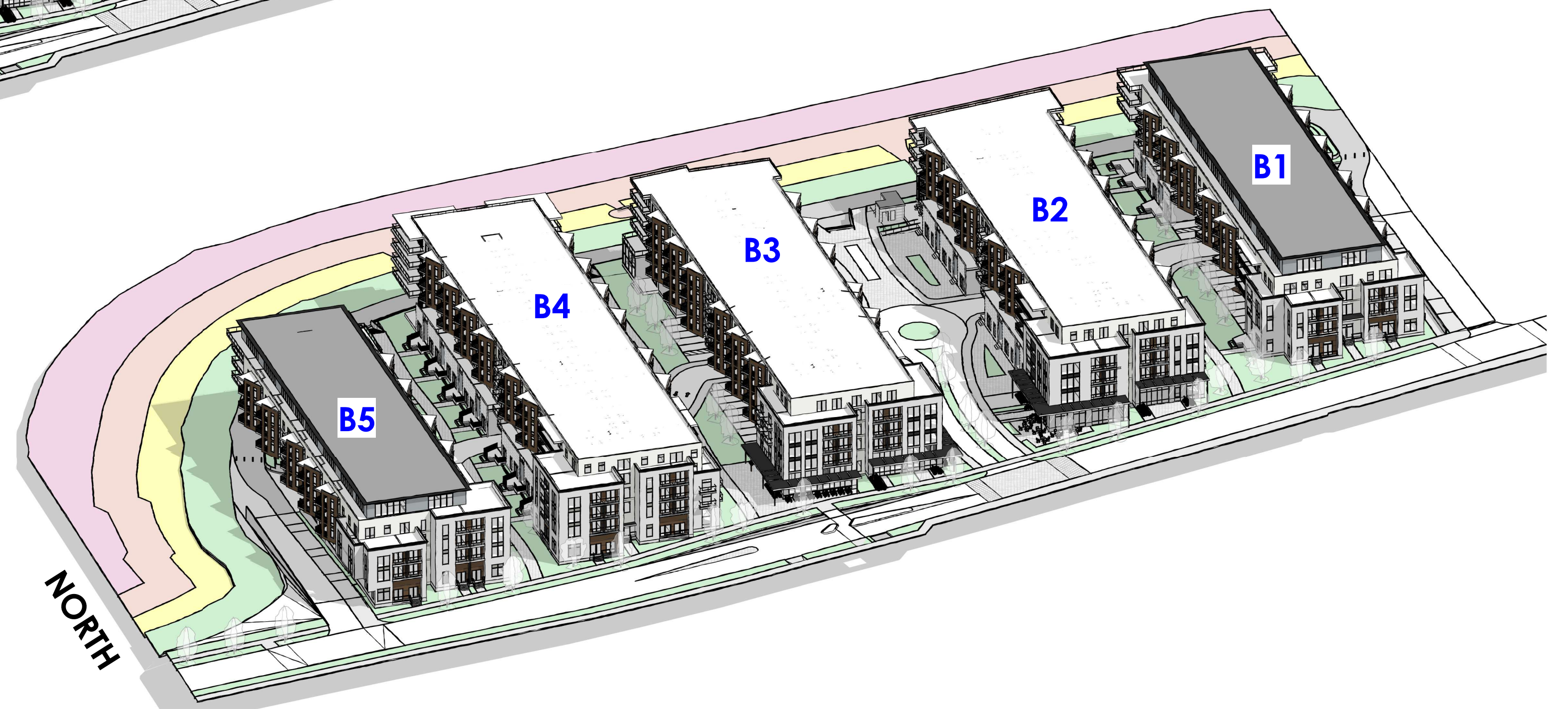
3 BUILDING PHASE 3 - SITE SECTION
1" = 40'-0"



1 AXON - BUILDING PHASE 1



2 AXON - BUILDING PHASE 2



3 AXON - BUILDING PHASE 3



WEST BAY YARDS
LUXURY WATERFRONT LIVING
OLYMPIA

BUILDING PHASING - AXON

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

A9





PHASE 2 NARRATIVE

1. CONSTRUCTION OF RETAINING WALL ALONG WESTBAY DRIVE, AND SLAB-ON-GRADE AT LOWER LEVEL FROM GRID 7 TO NORTH OF PEDESTRIAN RAMP
2. CONSTRUCTION OF RETAINING WALL FOR TERRACED LANDSCAPING ALONG EAST WATER FRONT ESPLANADE FROM GRID 7 TO NORTH PARKING ENTRY
3. CONSTRUCTION OF PT DECK AT PLAZA LEVEL FROM GRID 7 TO EDGE OF NORTH PEDESTRIAN RAMP
4. CONSTRUCTION OF BUILDING 4 AND 5
5. CONSTRUCTION OF RELATED TERRACED LANDSCAPE AND PLAZA LEVEL HARD & SOFTSCAPE ELEMENTS

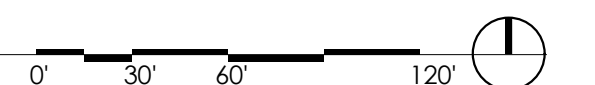
PHASE 1 NARRATIVE

1. CONSTRUCTION SITE PHASE 1 IMPROVEMENTS
2. CONSTRUCTION OF RETAINING WALL ALONG WESTBAY DRIVE, AND SLAB-ON-GRADE AT LOWER LEVEL FROM GRID 2 TO 7. CONSTRUCTION OF NORTH AND SOUTH RAMPS FOR ACCESS TO LOWER LEVEL PARKING AND ESPLANADE
3. CONSTRUCTION OF RETAINING WALL FOR TERRACED LANDSCAPING ALONG WATER FRONT ESPLANADE FROM GRID 2 TO 7
4. CONSTRUCTION OF PT DECK AT PLAZA LEVEL FROM GRID 2 TO 7
5. CONSTRUCTION OF BUILDING 2 AND 3
6. CONSTRUCTION OF RELATED TERRACED LANDSCAPE AND PLAZA LEVEL HARD AND SOFTSCAPE ELEMENTS

PHASE 3 NARRATIVE

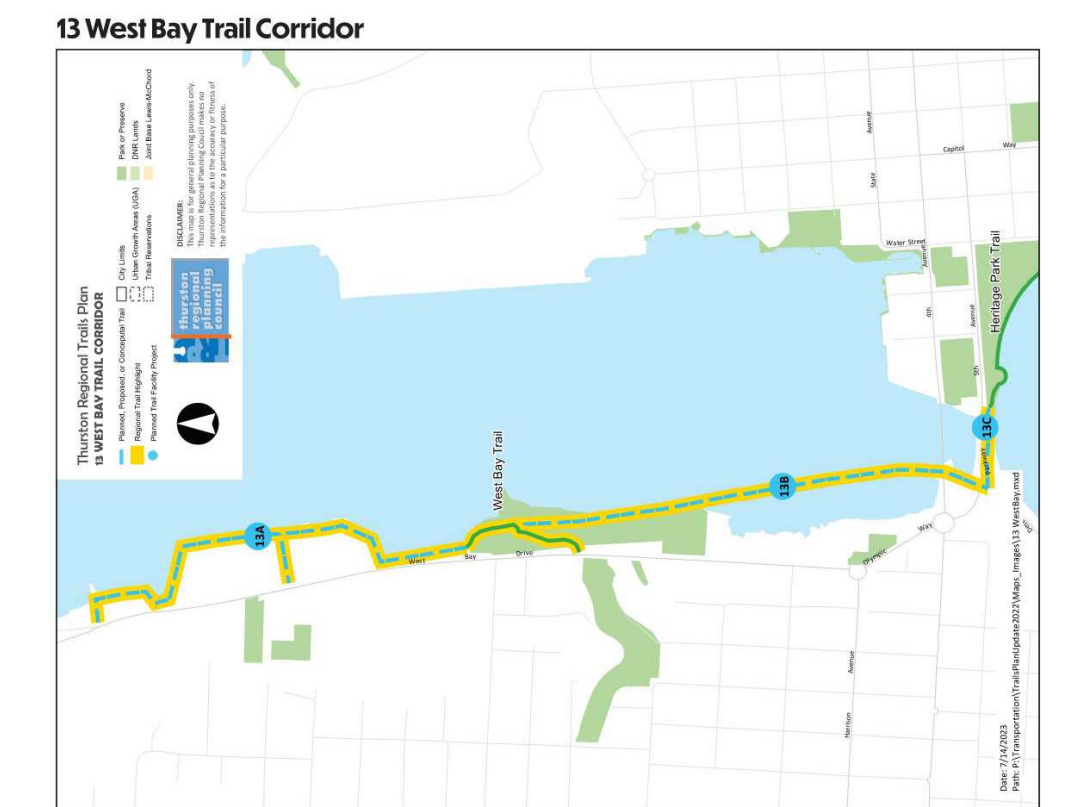
1. CONSTRUCTION OF RETAINING WALL ALONG WESTBAY DRIVE, AND SLAB-ON-GRADE AT LOWER LEVEL FROM GRID 2 TO SOUTH PEDESTRIAN RAMP
2. CONSTRUCTION OF RETAINING WALL FOR TERRACED LANDSCAPING ALONG WATER FRONT ESPLANADE FROM GRID 2 TO SOUTH PARKING ENTRY
3. CONSTRUCTION OF PT DECK AT PLAZA LEVEL FROM GRID 2 TO EDGE OF SOUTH PEDESTRIAN RAMP
4. CONSTRUCTION OF BUILDING 1
5. CONSTRUCTION OF RELATED TERRACED LANDSCAPE AND PLAZA LEVEL HARD & SOFTSCAPE ELEMENTS

1 BUILDING - PHASES
1" = 60'-0"

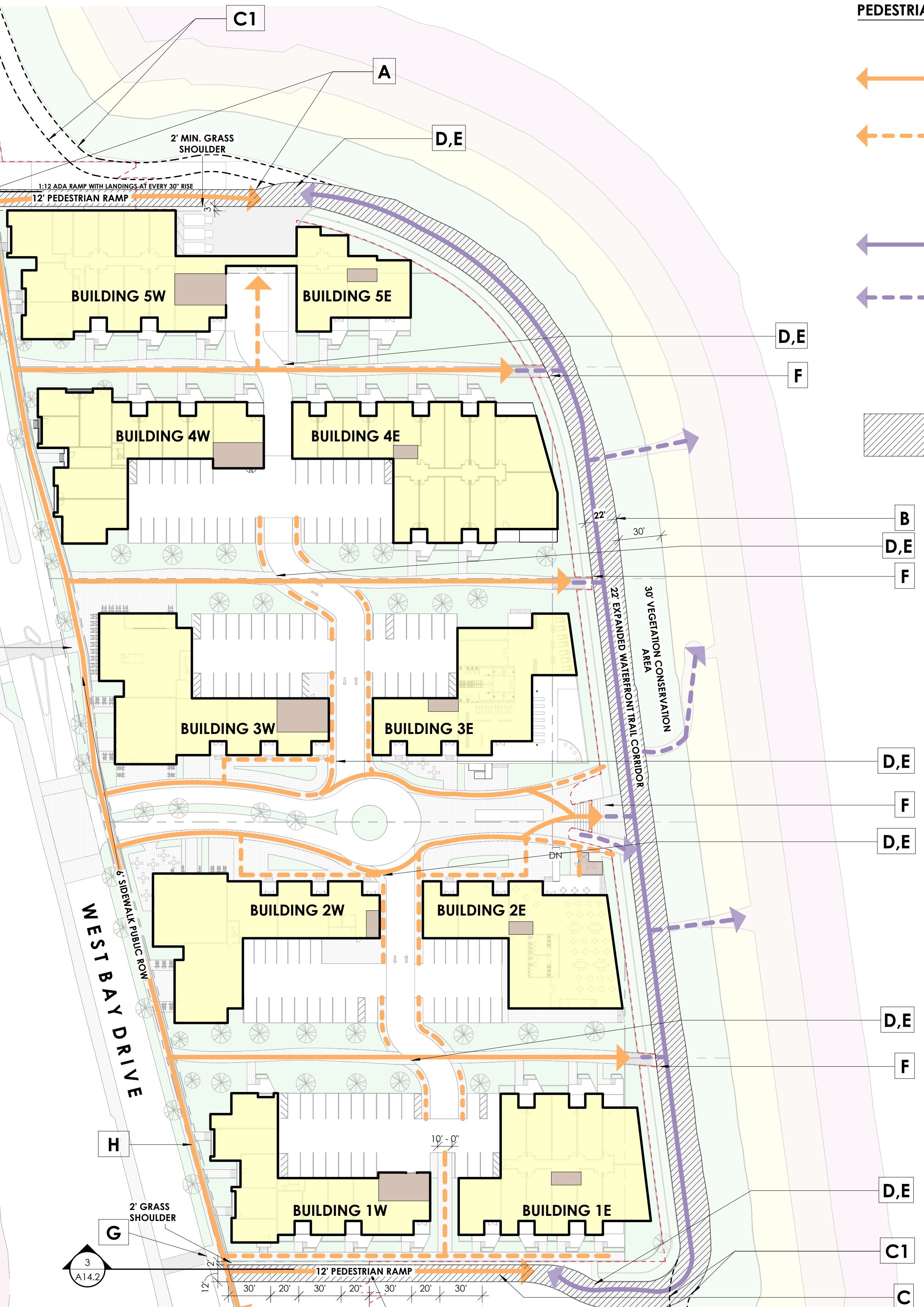
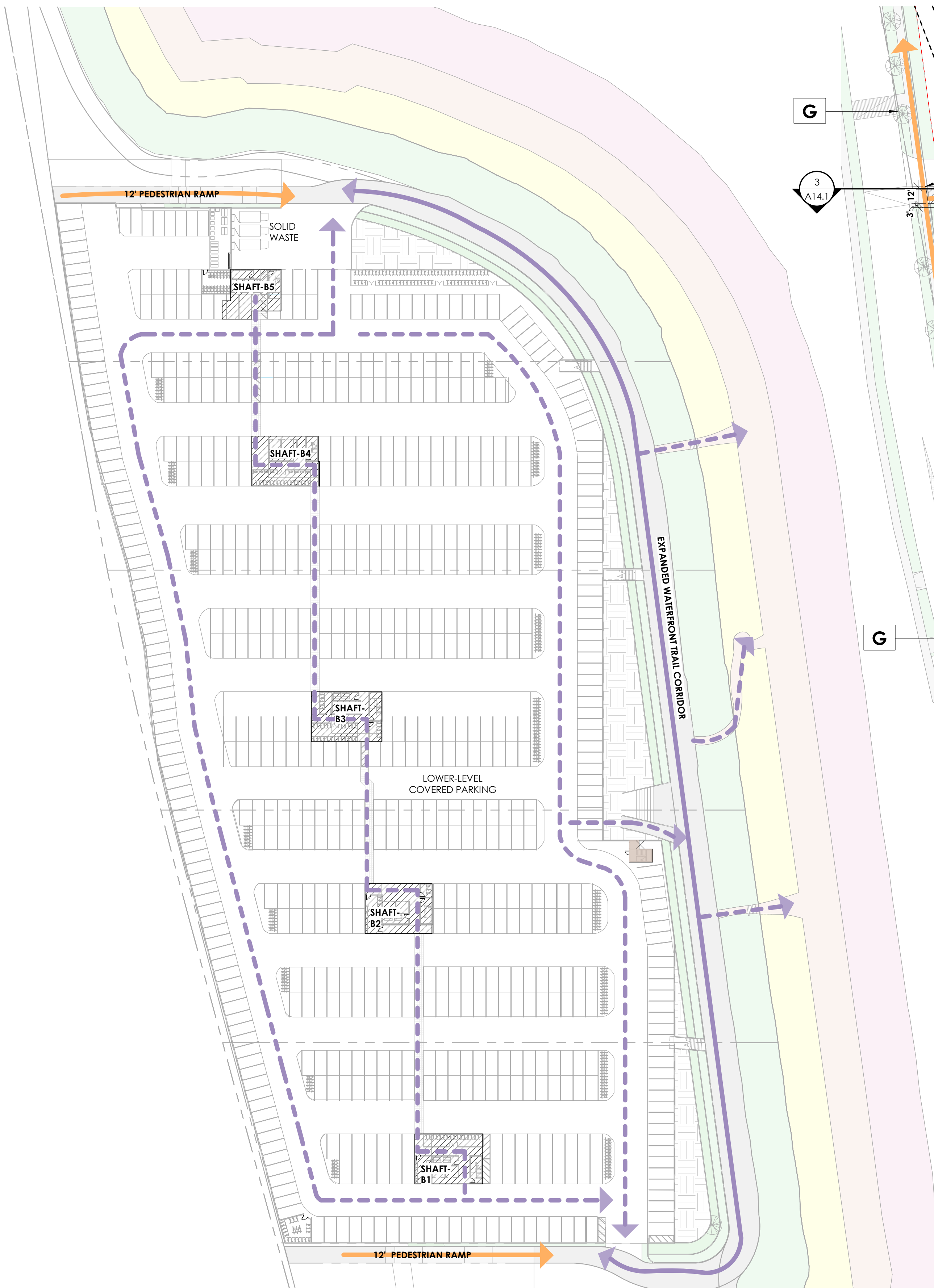


PEDESTRIAN PLAN LEGEND

- PLAZA LEVEL**
- PRIMARY PEDESTRIAN ROUTE
- SECONDARY PEDESTRIAN ROUTE
- LOWER LEVEL**
- PRIMARY PEDESTRIAN ROUTE (22' PUBLIC TRAIL CORRIDOR R.O.W)
- SECONDARY PEDESTRIAN ROUTE
- STAIR & ELEVATOR CORE (ADA ACCESS TO PLAZA & TRAIL)
- PUBLIC USE TRAIL

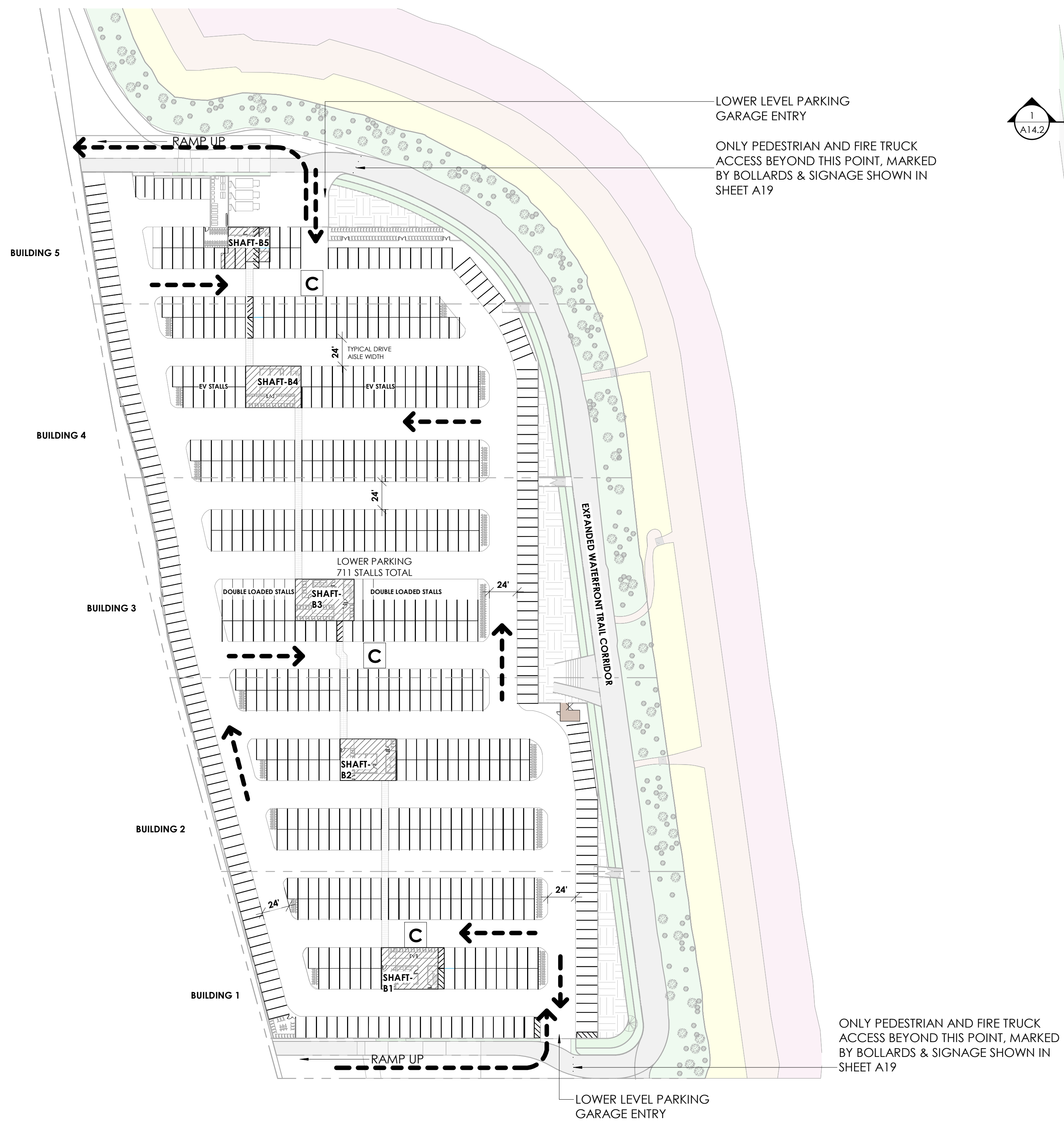


- A** PUBLICLY ACCESSIBLE CONNECTION TO WEST BAY DRIVE DEDICATED PER OMC 18.06.100.A.2.C.iv.b.4., MINIMUM TRAIL WIDTH OF 12' WITH 2' SHOULDER PER OMC TABLE 13 OF EDDS 4E.010 FOR COMMUTER MULTI-USE TRAIL. SEE SHEET A21 FOR DETAILS
- B** THE 22' WIDE EXPANDED 'WATERFRONT' TRAIL CORRIDOR R.O.W DEDICATED PER 18.06.100.A.2.C.iv.b AND EDDS 4E.010 T.13, EXTENDS ALONG THE WATERFRONT SIDE OF THE PROPERTY FACING BUDD INLET. THIS TRAIL SECTION ALLOWS ONLY PEDESTRIAN AND EMERGENCY VEHICLE ACCESS USING SIGNAGE & BOLLARDS.
- C** SOUTH EXTENSION OF DEDICATED 13A WEST BAY TRAIL CORRIDOR TO WEST BAY DRIVE PER THURSTON REGIONAL TRAILS PLAN (PAGE 166), MINIMUM TRAIL WIDTH OF 12' WITH 2' SHOULDER PER EDDS 4E.010 T.13.
- C1** FUTURE EXTENSION OF TRAIL CONNECTION TO EXTEND PAST NORTH AND SOUTH OF SITE PER THURSTON REGIONAL TRAILS PLAN FOR 13A WEST BAY TRAIL CORRIDOR. SIGNAGE TO BE PROVIDED. SEE SHEET A19, A29 AND SHORELINE LANDSCAPE DRAWINGS.
- SEE SITE SECTIONS SHEET A14 FOR ADA RAMP COMPLIANCE AND SLOPE CALCULATIONS
- D** BOLLARDS FOR PEDESTRIAN SAFETY, RETRACTABLE OR REMOVABLE BOLLARDS AT EMERGENCY VEHICLE ACCESS LOCATIONS AND PEDESTRIAN-VEHICULAR ROUTE INTERSECTIONS
- E** PEDESTRIAN/VEHICLE PATH CROSS OVER, GUARDED BY BOLLARDS
- F** PEDESTRIAN RESTING POINTS, EVERY 200' ALONG ROUTE
- G** PEDESTRIAN ACCESS POINTS FROM WEST BAY DRIVE MARKED BY SIGNAGE
- H** 6 FOOT SIDEWALK ALONG WESTBAY DRIVE IN DEVIATION TO REQUIREMENTS OF OMC CH. 4B.085 WESTBAY DRIVE STREETSIDE IMPROVEMENTS. REFER CIVIL FOR DETAILS. ENGINEERING DEVIATION REQUEST SUBMITTED ON 03/11/22 APPROVED BY CITY.

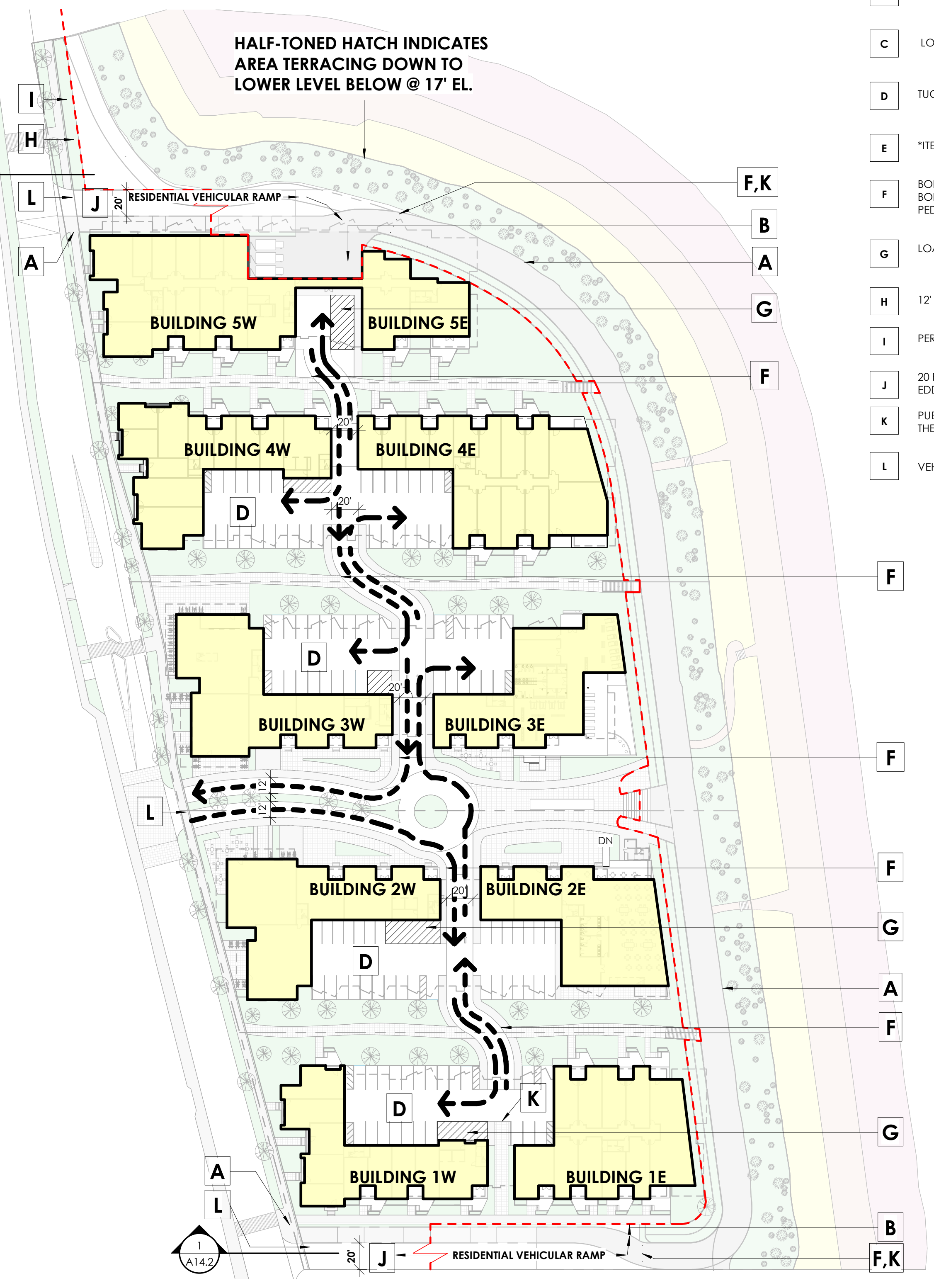


2 PEDESTRIAN ROUTES - LOWER PARKING LEVEL
1" = 50'-0"

1 PEDESTRIAN ROUTES - PLAZA LEVEL & TRAIL
1" = 50'-0"

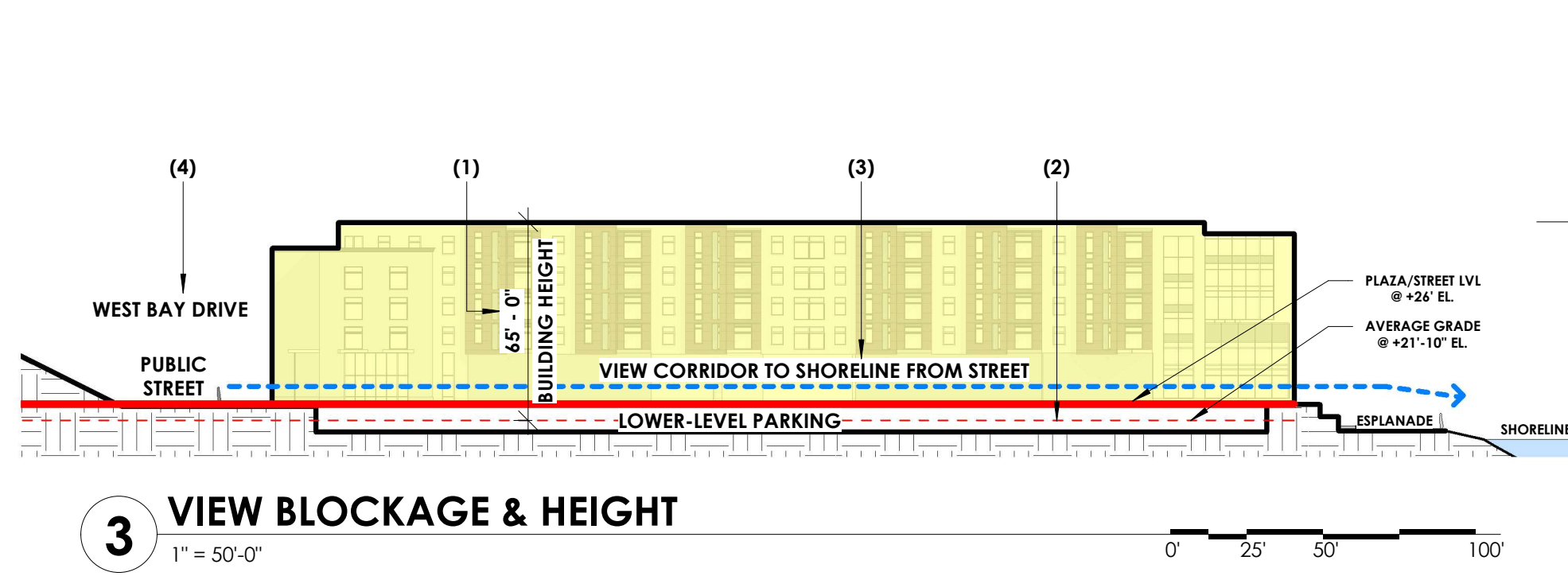


1 VEHICULAR ROUTES - LOWER PARKING LEVEL
 1" = 60'-0" 0' 30' 60' 120'



2 VEHICULAR ROUTES - PLAZA COVERED PARKING
 1" = 60'-0" 0' 30' 60' 120'

- A SIGNAGE "PUBLIC TRAIL" ALONG WATERFRONT TRAIL PATH
- B PARKING GARAGE ACCESS
- C LOWER LEVEL PARKING (BELOW-STREET LEVEL)
- D TUCK-UNDER PARKING (COVERED BY OVERHEAD BUILDING)
- E *ITEM REMOVED*
- F BOLLARDS FOR PEDESTRIAN SAFETY, RETRACTABLE/REMOVABLE BOLLARDS AT EMERGENCY VEHICLE ACCESS LOCATIONS AND PEDESTRIAN/VEHICULAR ROUTES INTERSECTION
- G LOADING AREA PER OMC 18.38.140
- H 12' TREE ISLAND
- I PERIMETER LANDSCAPING
- J 20 FEET WIDE DRIVEWAY PRIMARILY FOR RESIDENTIAL USE PER EDDS 4.1.140.A.1
- K PUBLIC VEHICULAR ACCESS ON ESPLANADE & PLAZA STOPS AT THESE POINTS USING BOLLARDS
- L VEHICULAR ENTRY TO SITE FROM WESTBAY DRIVE



3 VIEW BLOCKAGE & HEIGHT

1" = 50'-0"

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

Section 18.02.120.

⁽¹⁾ **Height (of Structure):** The difference between the average grade ⁽²⁾ 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⁽²⁾ is:

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

⁽²⁾ **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.

⁽¹⁾ 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⁽⁴⁾. 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 ⁽¹⁾ **'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⁽³⁾.

View Corridor⁽³⁾, definition per 18.02.180 is

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

As shown in graphics above, height of the buildings as measured from Average Grade Plane⁽²⁾ 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'
TOTAL VIEW BLOCKAGE =	(57%) 532'

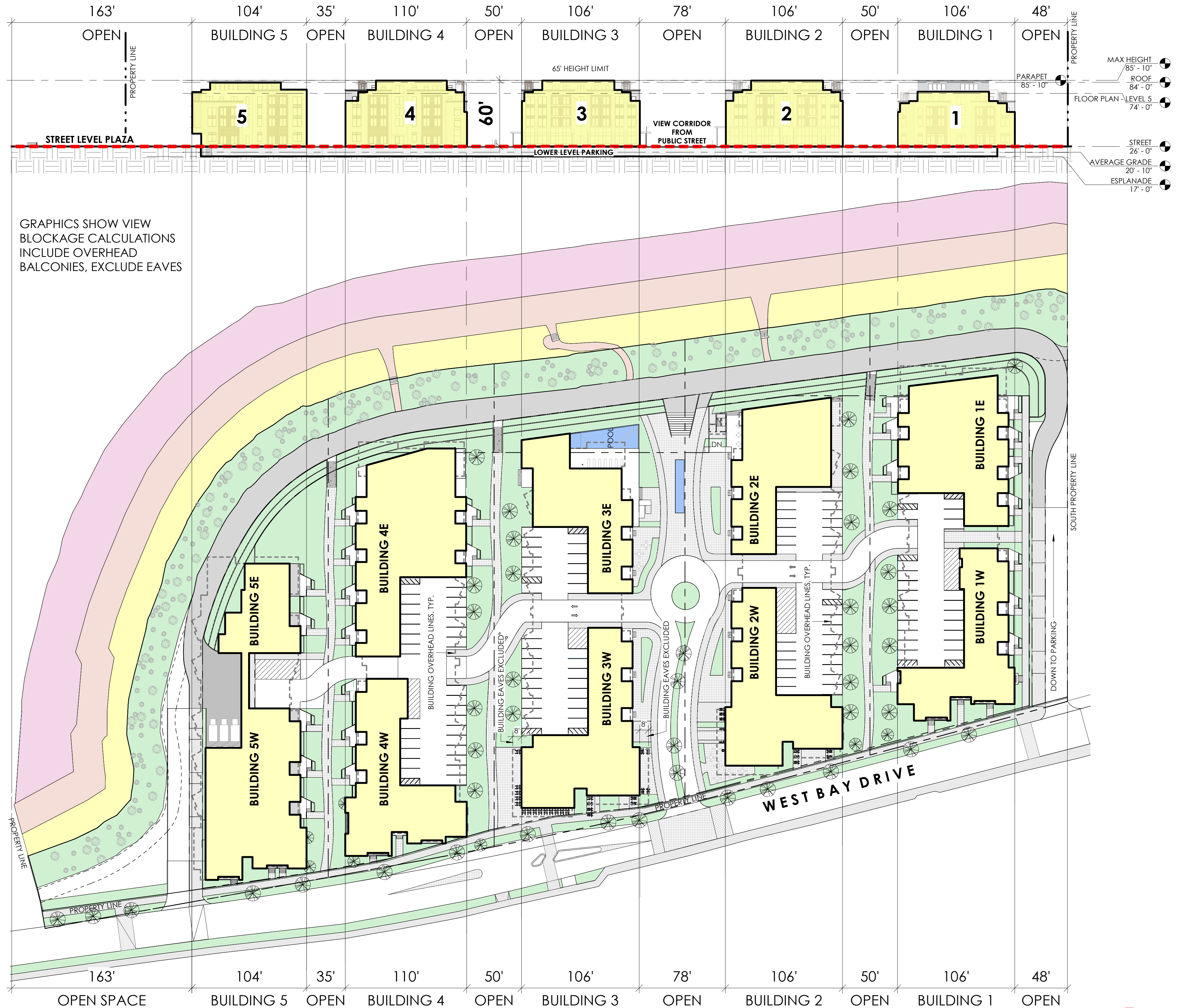
REQUIRED VIEW CORRIDOR (OPEN SPACE) = (30%) 278'
PROVIDED OPEN SPACE = (43%) 394'

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'
TOTAL VIEW BLOCKAGE =	(56%) 532'

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



GRAPHICS SHOW VIEW BLOCKAGE CALCULATIONS INCLUDE OVERHEAD BALCONIES, EXCLUDE EAVES

1 SITE PLAN- CONCEPT VIEW BLOCKAGE

1" = 50'-0"



VIEW BLOCKAGE & HEIGHT

WEST BAY YARDS WEST BAY DRIVE | OLYMPIA, WA
LUXURY WATERFRONT LIVING SCHEMATIC DESIGN | 11/22/24
OLYMPIA

A15

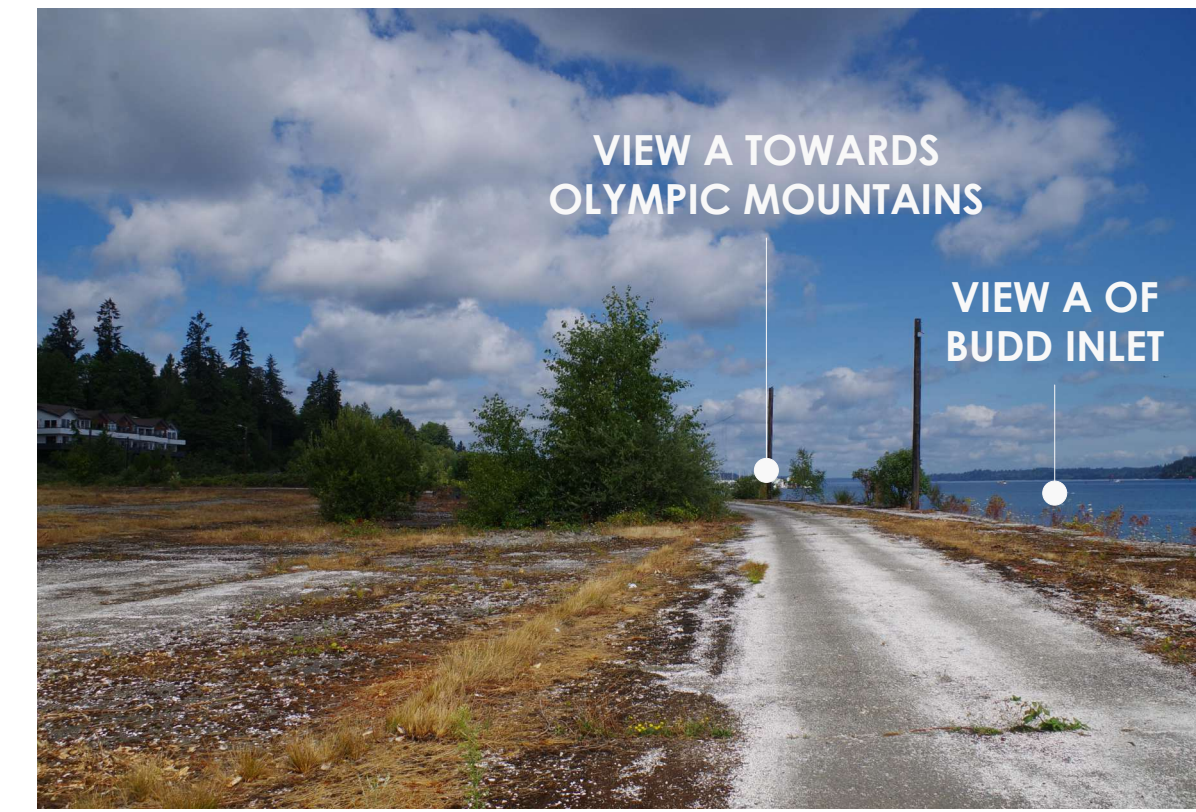




1 SITE PLAN -VIEW CONTEXT
1" = 80'-0"

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

VIEW A - BEFORE

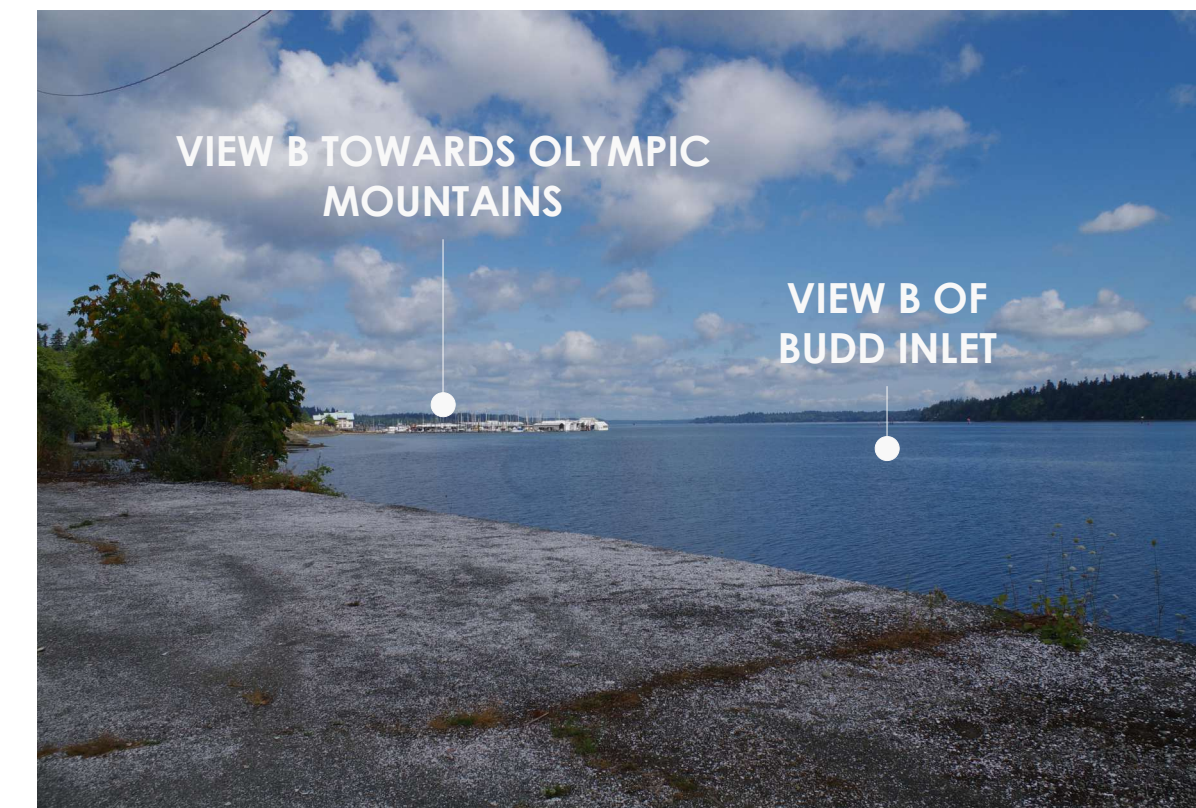


VIEW STUDY A - IS TOWARDS THE DIRECTION OF THE OLYMPIC MOUNTAINS AND BUDD INLET, NORTH-EAST OF THE PROPOSED SITE. WITH THE NEW RIPARIAN PLANTING ALONG THE EDGE OF THE ESPLANADE AND RIPARIAN PLANTING ON THE DOWNHILL OF THE SLOPE, VIEWS ARE STILL MAINTAINED AND VISIBLE FROM THE PEDESTRIAN EYE LEVEL. REFER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

VIEW A - AFTER

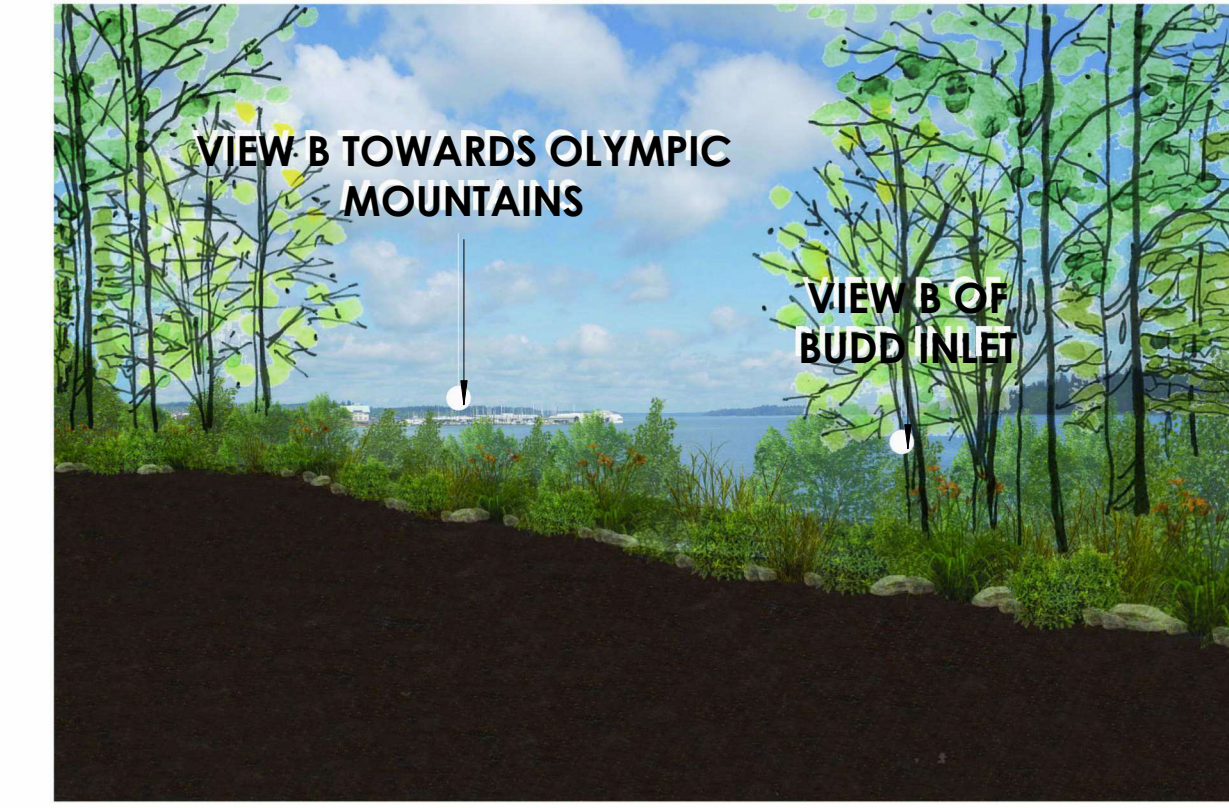


VIEW B - BEFORE



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.

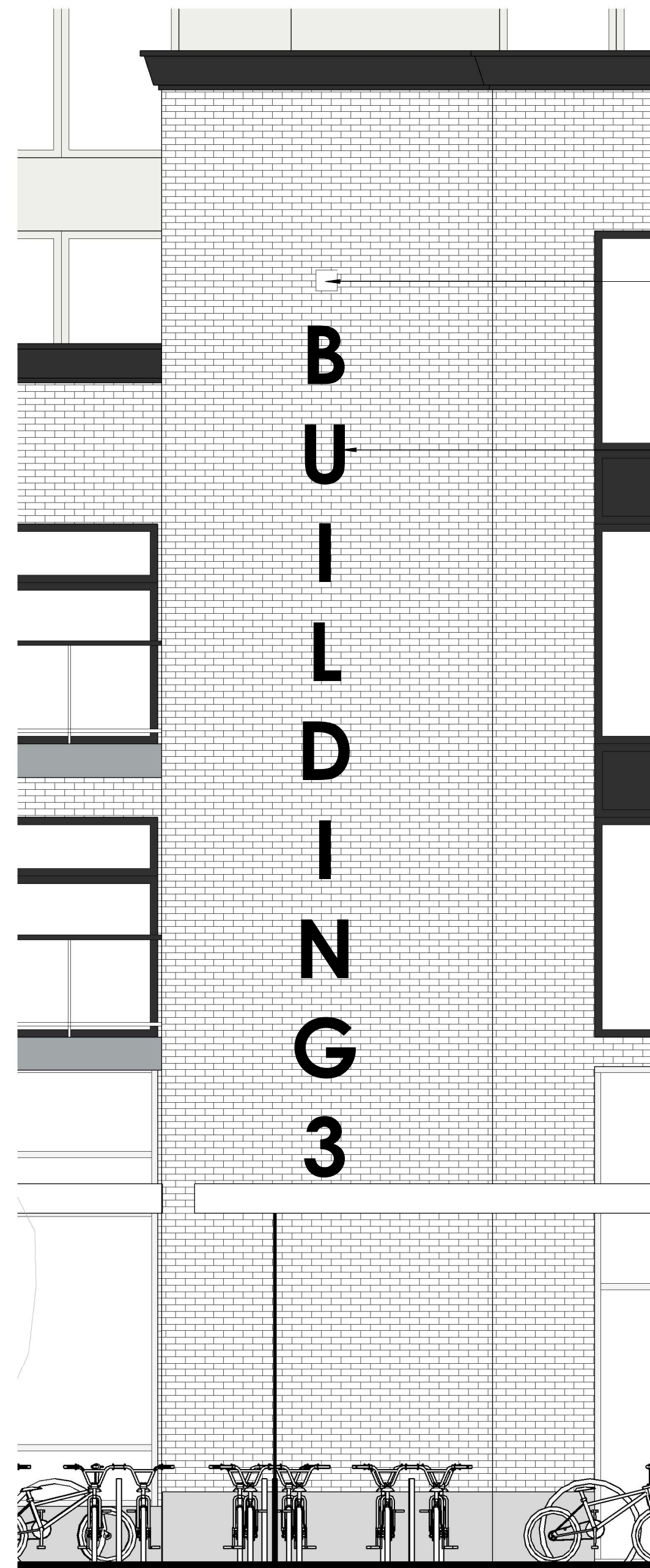
VIEW F - BEFORE



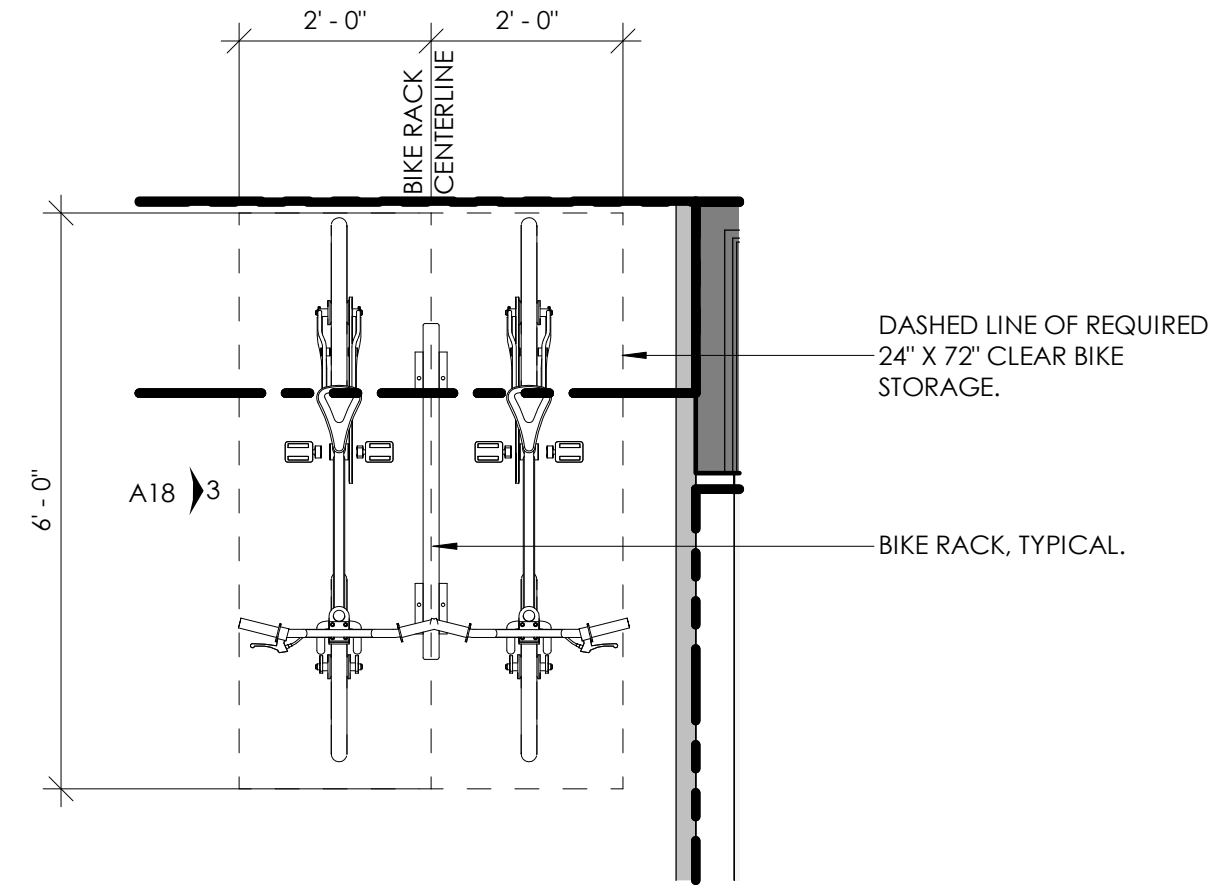
VIEW F - AFTER



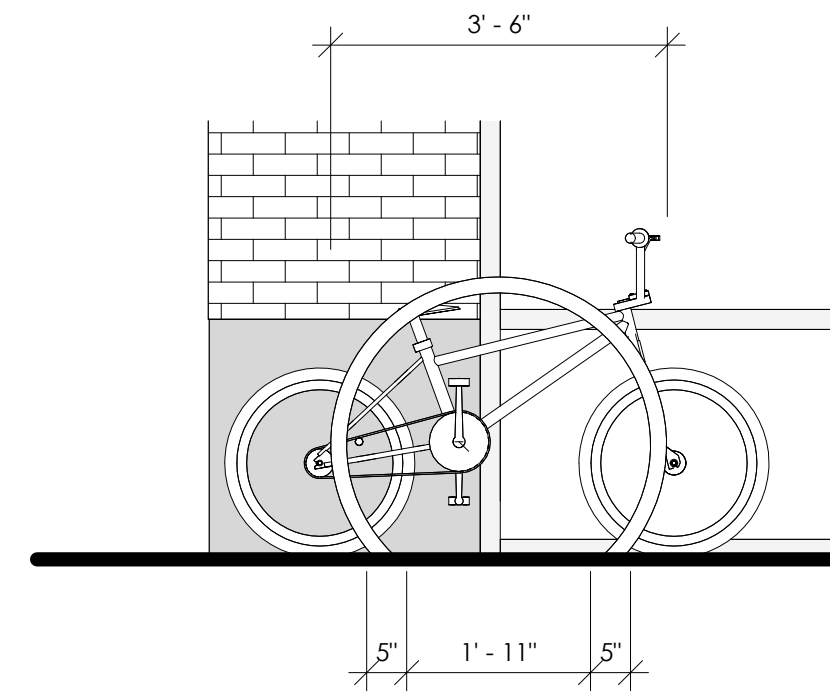
VIEW STUDY F - IS LOOKING NORTH WEST BAY DRIVE AND WEST OF THE PROPOSED SITE. PROPOSED BUILDINGS RESPOND TO THE EXISTING CONTEXT AND PEDESTRIAN SCALE BY MAINTAINING A 3-4 STORY HEIGHT. A NEW SIDEWALK WITH LANDSCAPE BUFFER, PROTECTED COVERED AREAS AND LIGHTING WILL IMPROVE ACCESSIBILITY FOR PEDESTRIANS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



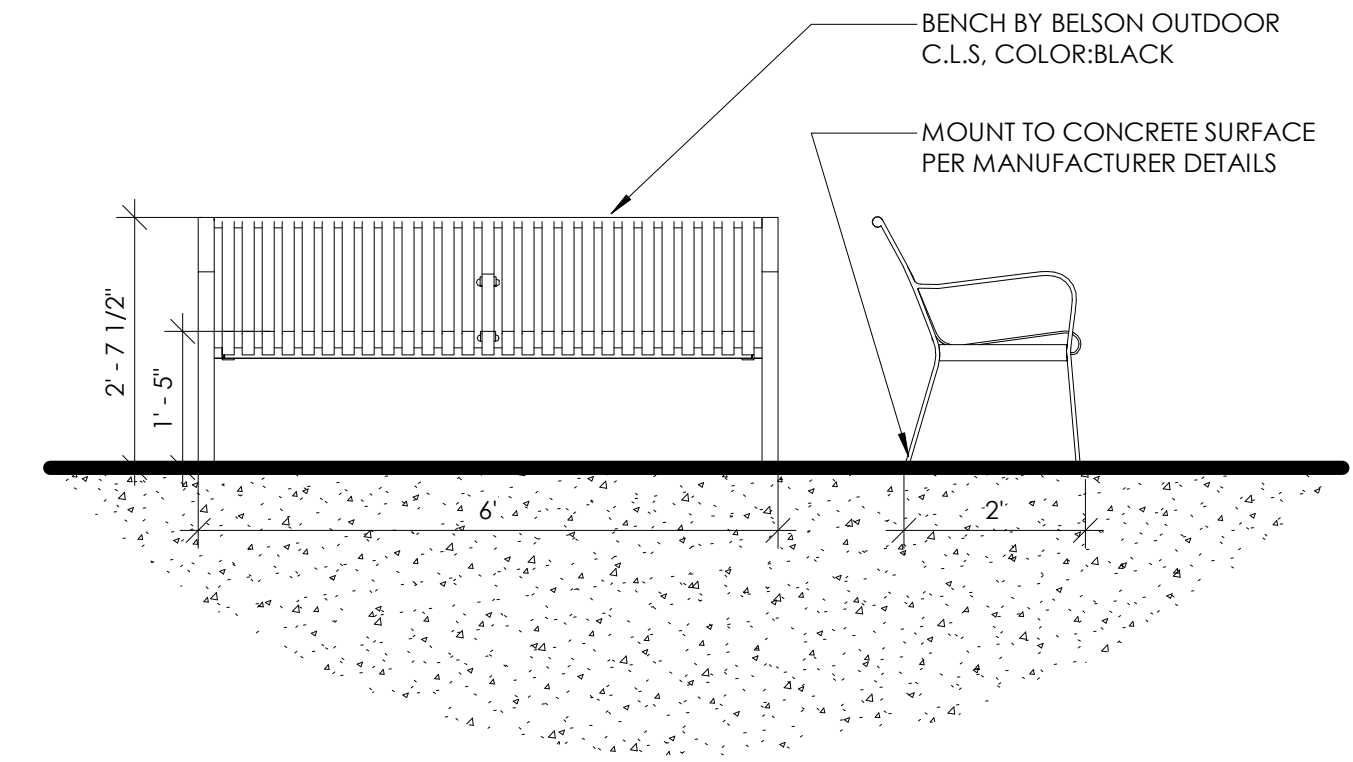
1 BUILDING SIGNAGE
1/4" = 1'-0"



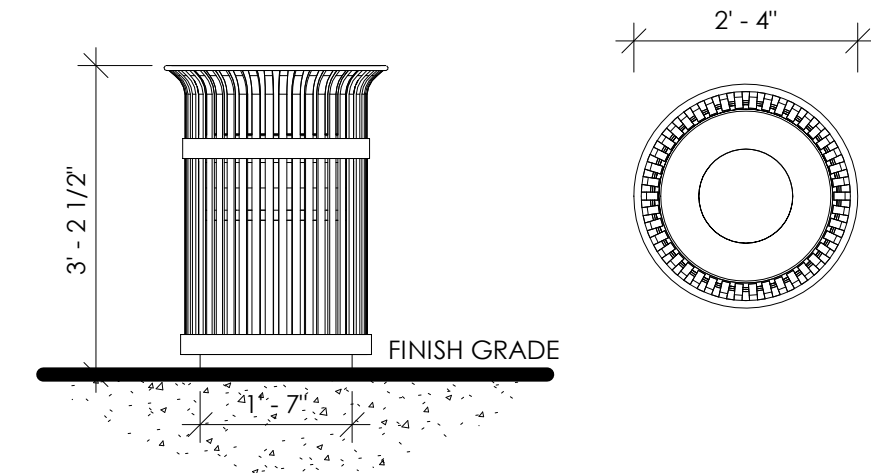
2 SHORT TERM BIKE STORAGE - PLAN
1/2" = 1'-0"



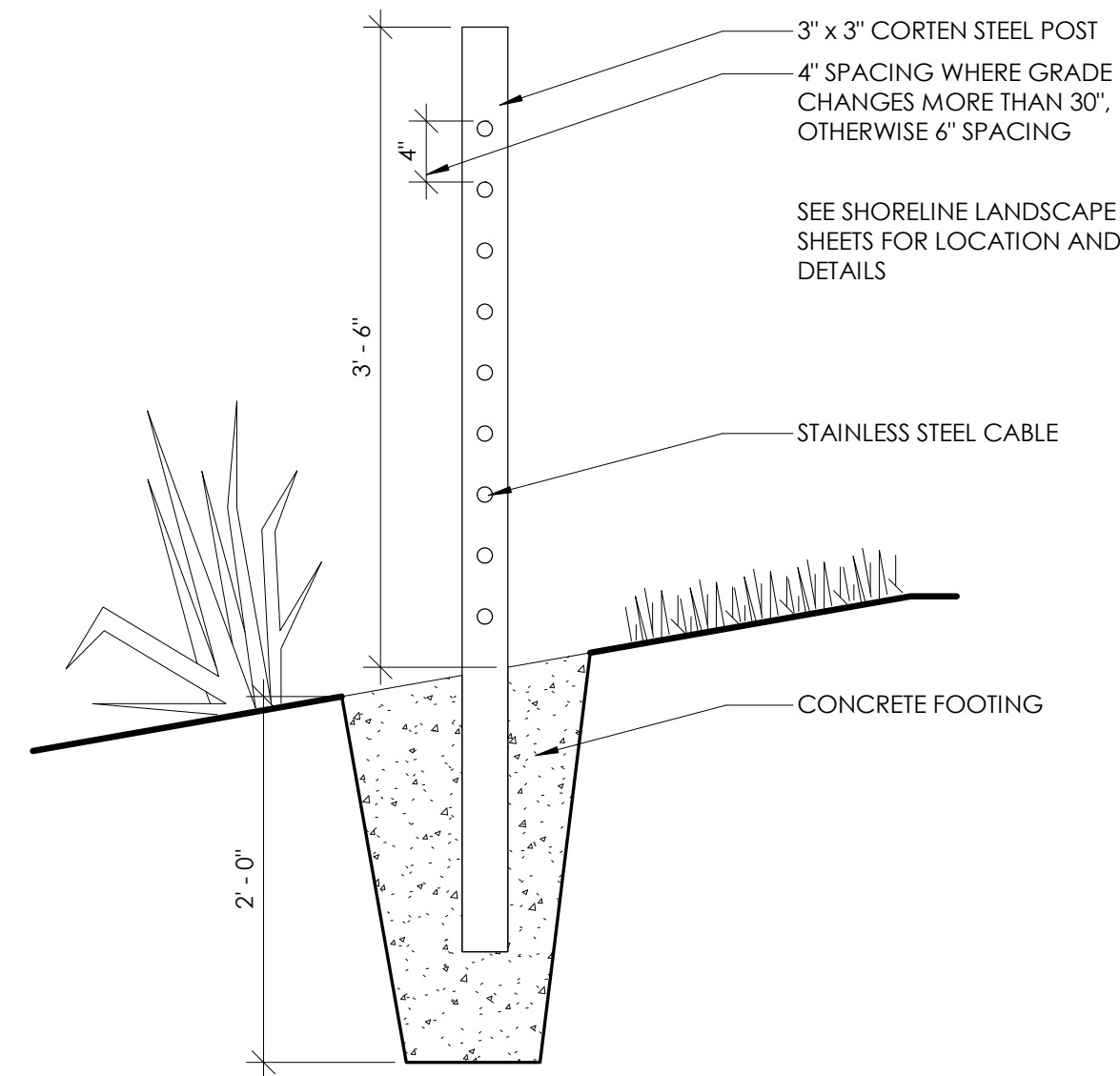
3 SHORT TERM BIKE STORAGE - SIDE ELEVATION
1/2" = 1'-0"



4 BENCH DETAIL
1/2" = 1'-0"







6 SITE - GARBAGE RECEPTACLE
1/2" = 1'-0"



7 FENCE DETAIL
1" = 1'-0"

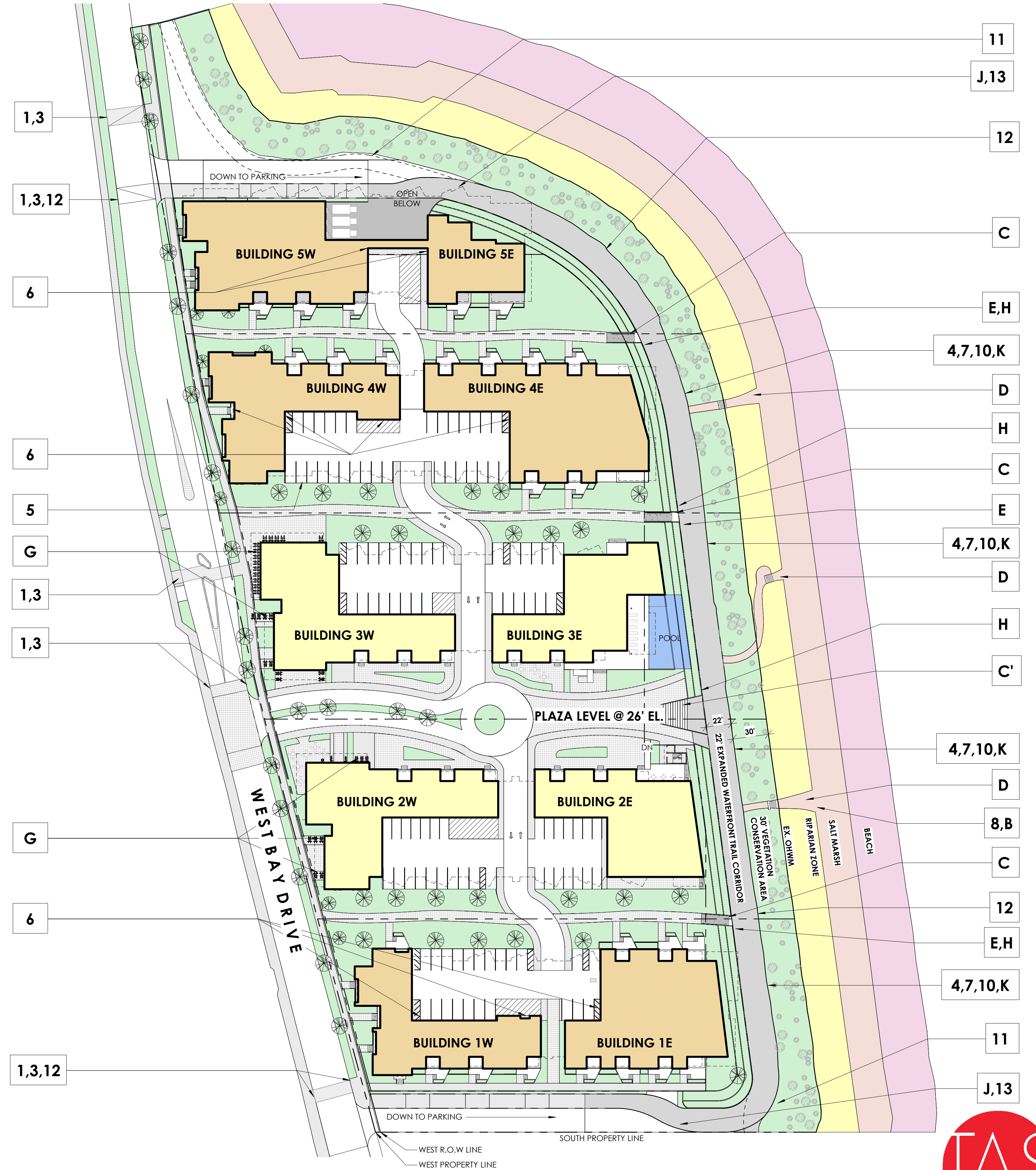
SITE SIGNAGE LEGEND TO BE IN COMPLIANCE WITH OMC 18.20.480

<p>1</p> 	<p>1. STANDARD MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PEDESTRIAN SIGN, MUTCD SIGN DESIGNATION No. W11-2 2. 30" DIAMOND 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND YELLOW BACKGROUND WITH BLACK TEXT.</p>	<p>6</p> 	<p>1. PRIVATE ACCESS - RESIDENTS ONLY 2. 30" WIDE X 36" HIGH. 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND WHITE BACKGROUND WITH RED TEXT.</p>
<p>2</p> 	<p>1. STANDARD MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES LEFT TURN ONLY SIGN, MUTCD SIGN DESIGNATION No. R3-5. 2. 30" WIDE X 36" HIGH. 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND WHITE BACKGROUND WITH BLACK TEXT.</p>	<p>7</p> 	<p>1. SENSITIVE RIPARIAN AREA - KEEP OUT. 2. 10" WIDE X 14" HIGH RECTANGLE 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND RED/WHITE BACKGROUND WITH WHITE/RED TEXT.</p>
<p>3</p> 	<p>1. STANDARD MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES PEDESTRIAN CROSSWALK SIGN, MUTCD SIGN No. R9-8. 2. 36" WIDE X 18 HIGH" RECTANGLE 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND WHITE BACKGROUND WITH BLACK TEXT.</p>	<p>8</p> 	<p>1. SMALL BOAT (KAYAK) LAUNCH. 2. 12" WIDE X 18" HIGH RECTANGLE 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND BROWN BACKGROUND WITH WHITE TEXT.</p>
<p>4</p> 	<p>1. STANDARD MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES NO PEDESTRIAN SIGN, MUTCD SIGN No. R5-10c. 2. 36" WIDE X 18 HIGH" RECTANGLE 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND WHITE BACKGROUND WITH BLACK TEXT.</p>	<p>9</p> 	<p>1. WASHINGTON ELECTRICAL VEHICLE CHARGING STATION SIGN. 2. 12" WIDE X 12" HIGH. 3. REFLECTIVE HEAVY DUTY ALUMINUM, .63 MIL. WITH ROUNDED CORNERS, PAINTED WITH 3M INKS. ENGINEER GRADE MINIMUM. POLE MOUNTED. COLOR: GREEN BACKGROUND W/ WHITE SYMBOL AND TEXT.</p>
<p>5</p> 	<p>1. PARKING SIGN 2. 18" WIDE X 24" HIGH RECTANGLE 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND WHITE BACKGROUND WITH GREEN TEXT.</p>	<p>10</p> 	<p>AT LOCATIONS OF SALT MARSH PLANTING. SEE NOTE K BELOW. 1. RESTRICTED AREA 2. 30" WIDE X 36" HIGH. 3. HIGH-INTENSITY PRISMATIC SHEETING WITH 0.080 GAUGE ALUMINUM, POLE MOUNTED AND WHITE BACKGROUND WITH BLACK TEXT.</p>
<p>3'-0"</p> 	<p>INTERNATIONAL SYMBOL OF ACCESSIBILITY PER WAC 1101.2.6 WHITE SYMBOL ON A BLUE BACKGROUND</p>	<p>11</p> 	<p>13</p> 
		<p>12</p> 	

SITE AMENITIES LEGEND

NOTE: ALL AMENITIES ON SITE ARE OPEN FOR PUBLIC ACCESS EXCEPT FOR VEGETATION CONSERVATION AREA & RESIDENTIAL PORTIONS OF THE BUILDINGS SHOWN BY LEGENDS

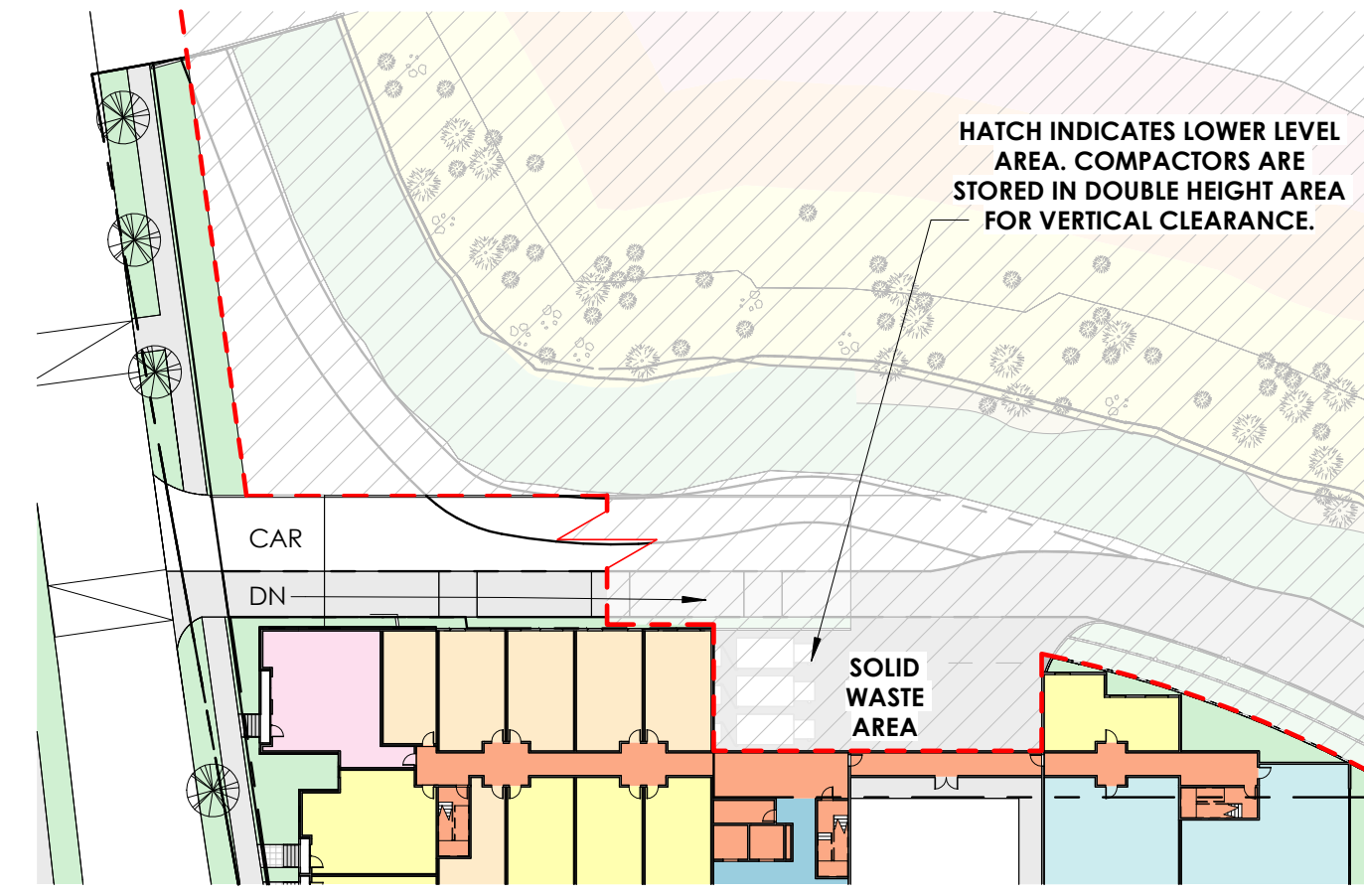
<p>A ITEM REMOVED</p>	<p>D PUBLIC ACCESS TO SHORELINE AS REQ. PER OMC 18.20.450.A.2 ; PEDESTRIAN ACCESS FROM UPLAND TO SHORELINE - ALLOWED WITHOUT VARIANCE PER OMC 18.20.493.A.2. SIGNAGE TO BE PROVIDED PER 18.20.450.1</p>	<p>G SHORT TERM BIKE STORAGE</p>	<p>K STEEL POST FENCE WITH STEEL CABLE TO PROTECT SENSITIVE VEGETATION PER 18.20.460.A.2. SEE LANDSCAPE PLANS FOR LOCATION & DETAILS.</p>
<p>B KAYAK LAUNCH. LOCATED AT AREA WITH ADEQUATE WATER DEPTH FOR LAUNCH. ACCESSED THROUGH GRAVEL TRAIL</p>	<p>E PEDESTRIAN RESTING AREAS (SEAT WALLS). SEE SHORELINE LANDSCAPE</p>	<p>H PEDESTRIAN BENCHES WILL BE PROVIDED ALONG PEDESTRIAN ROUTES</p>	<p>Private Residential Access Only Buildings</p>
<p>C INTERMEDIATE STAIR PROVIDES PUBLIC CONNECTION TO WATERFRONT AND BEACH</p>	<p>F ITEM REMOVED</p>	<p>I TRASH RECEPTACLE WILL BE PROVIDED ALONG PEDESTRIAN ROUTES</p>	<p>Mixed-use Buildings with Public Access to Commercial Programs at Plaza and Private Residential Only Access at Upper Floors</p>
<p>C' CENTRAL GRAND STAIR AS CONNECTION TO WATERFRONT AND BEACH</p>		<p>J RETRACTABLE BOLLARDS FOR PEDESTRIAN SAFETY AT VEHICULAR ROUTE INTERSECTION, SEE A11 & A12</p>	



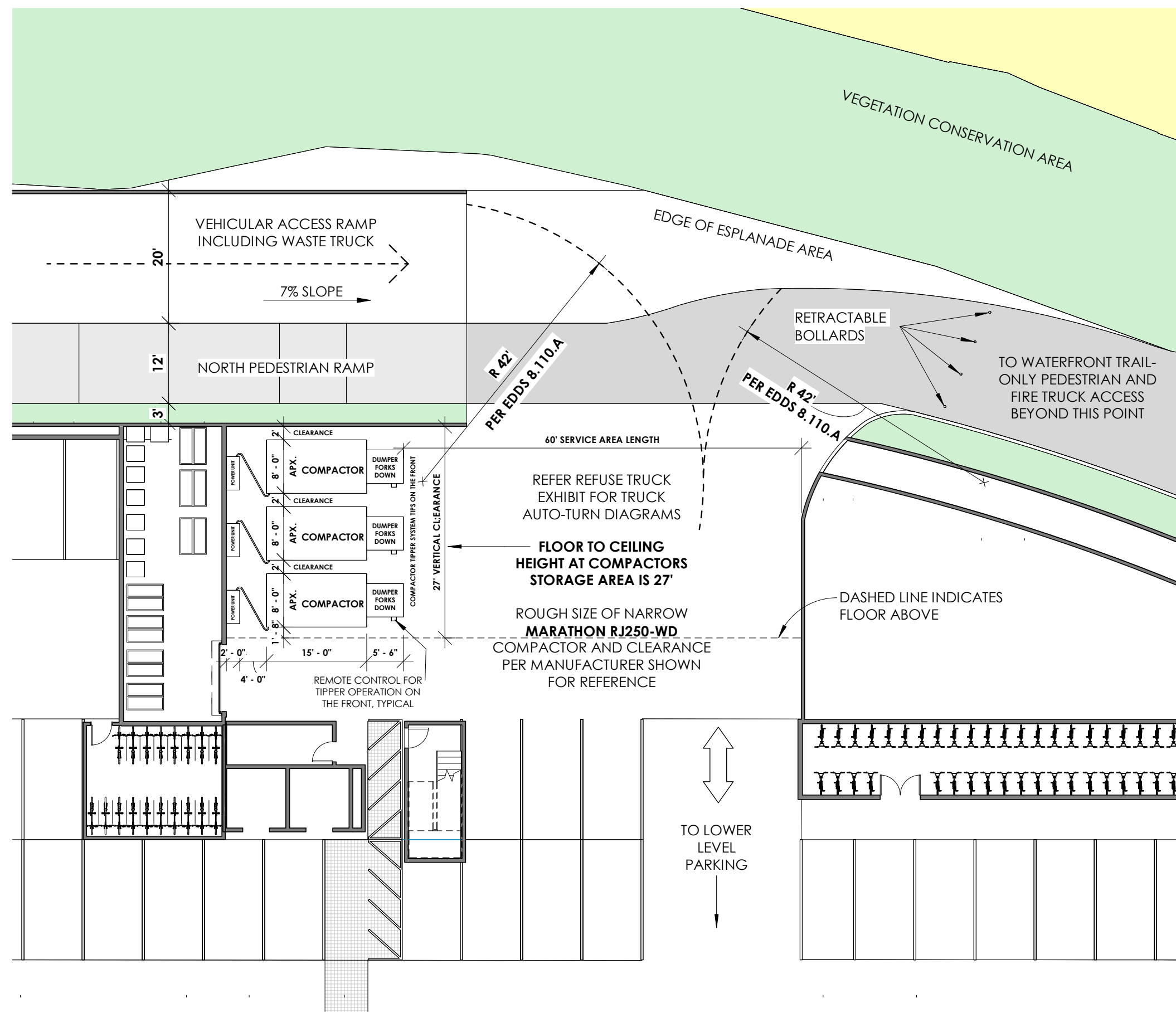
1 SITE PLAN- AMENITIES
1" = 50'-0"

A19

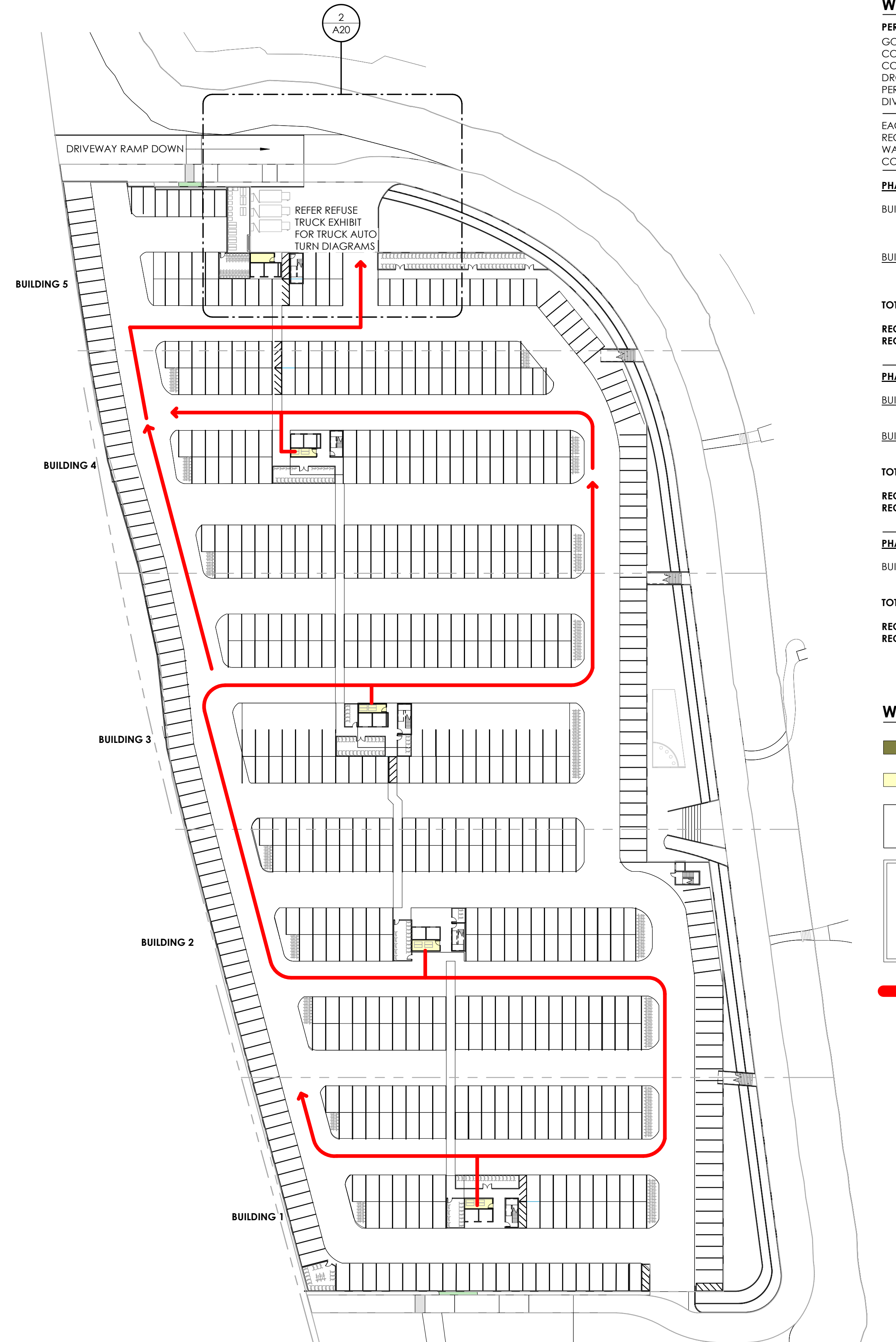




5 SOLID WASTE LOCATION
1" = 50'-0"



2 SOLID WASTE - ENLARGED PLAN
1/16" = 1'-0"



1 SOLID WASTE CIRCULATION PLAN
1" = 50'-0"

WASTE RESOURCE SUMMARY

PER OLYMPIA MUNICIPAL CODE EDDS: CHAPTER 8
GOAL: TO COLLECT AND STORE WASTE IN FACILITY ACCESSED BY THE TRAIL OR CIRCULATION CORE ON THE LOWER LEVEL. PROVIDE GARBAGE SHOOTS IN INDIVIDUAL BUILDINGS FOR THE COLLECTION OF WASTE. PICK-UP CYCLE BASED AT 4.33 WEEKS PER MONTH. COMPACTORS AND DROP BOXES ARE STRONGLY ENCOURAGED WHERE WASTE VOLUMES EXCEED 6 CUBIC YARDS PER WEEK FOR A GIVEN WASTE STREAM AND HAVING MULTIPLE DUMPSTERS IS NOT POSSIBLE. DIVIDE EQUALLY BETWEEN GARBAGE, RECYCLING/ORGANICS.

EACH BUILDING WILL HAVE TWO WASTE CHUTES ONE FOR GARBAGE AND ONE FOR MIXED RECYCLING. ORGANICS WASTE WILL NEED TO BE TAKEN TO SOLID WASTE ROOM IN GARAGE. WASTE IS COLLECTED AT LOWER LEVEL IN 2 YARD TOW CARTS. TOW CARTS WILL BE TAKEN TO COMPACTORS BY BUILDING MANAGEMENT FOR MUNICIPAL PICKUP.

PHASE 1:

BUILDING 2 (85) RESIDENTIAL UNITS @1.1 CY PER HOUSEHOLD/4.33 = (8,770 SF) REST/CAFE @ 1.0 CY/500 SF = (7,817 SF) COMMERCIAL @ 1.0 CY/500 SF =	PER WEEK 21.59 CY 17.54 CY 15.63 CY
BUILDING 3 (84) RESIDENTIAL UNITS @1.1 CY PER HOUSEHOLD/4.33 = (4,378 SF) COMMERCIAL @ 1.0 CY/500 SF =	21.33 CY 8.75 CY
TOTAL WASTE COLLECTED =	84.84 CY
REQUIRED WASTE ALLOCATED TO GARBAGE =	42.42 CY
REQUIRED WASTE ALLOCATED TO RECYCLE/ORGANICS =	42.42 CY

PHASE 2:

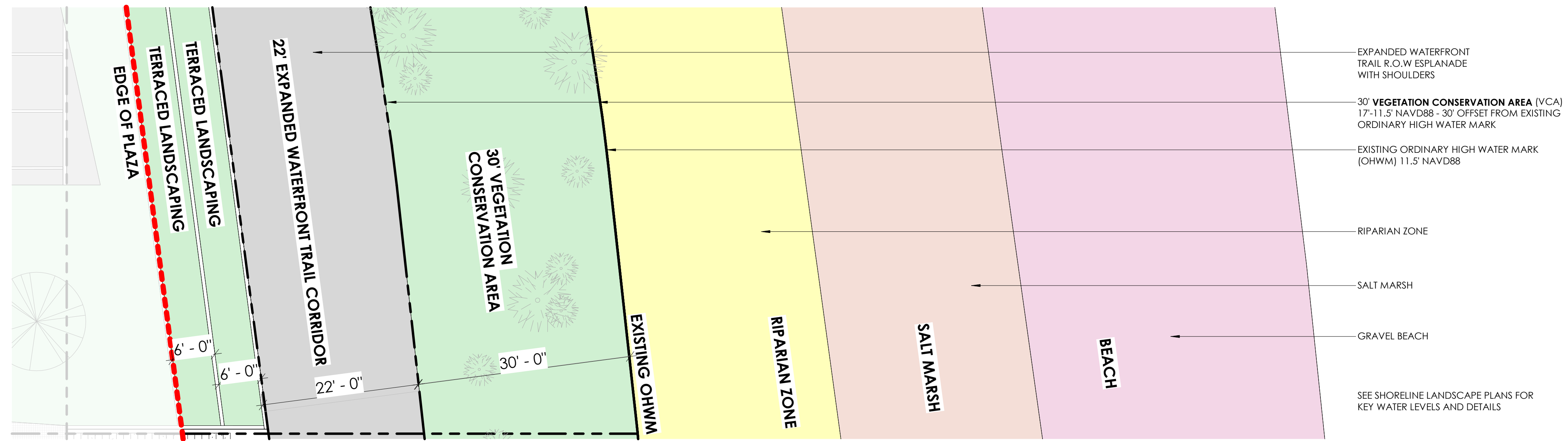
BUILDING 4 (126) RESIDENTIAL UNITS @1.1 CY PER HOUSEHOLD/4.33 =	32.00 CY
BUILDING 5 (86) RESIDENTIAL UNITS @1.1 CY PER HOUSEHOLD/4.33 =	21.84 CY
TOTAL WASTE COLLECTED =	53.84 CY
REQUIRED WASTE ALLOCATED TO GARBAGE =	26.92 CY
REQUIRED WASTE ALLOCATED TO RECYCLE/ORGANICS =	26.92 CY

PHASE 3:

BUILDING 1 (97) RESIDENTIAL UNITS @1.1 CY PER HOUSEHOLD/4.33 =	24.64 CY
TOTAL WASTE COLLECTED =	24.64 CY
REQUIRED WASTE ALLOCATED TO GARBAGE =	12.32 CY
REQUIRED WASTE ALLOCATED TO RECYCLE/ORGANICS =	12.32 CY

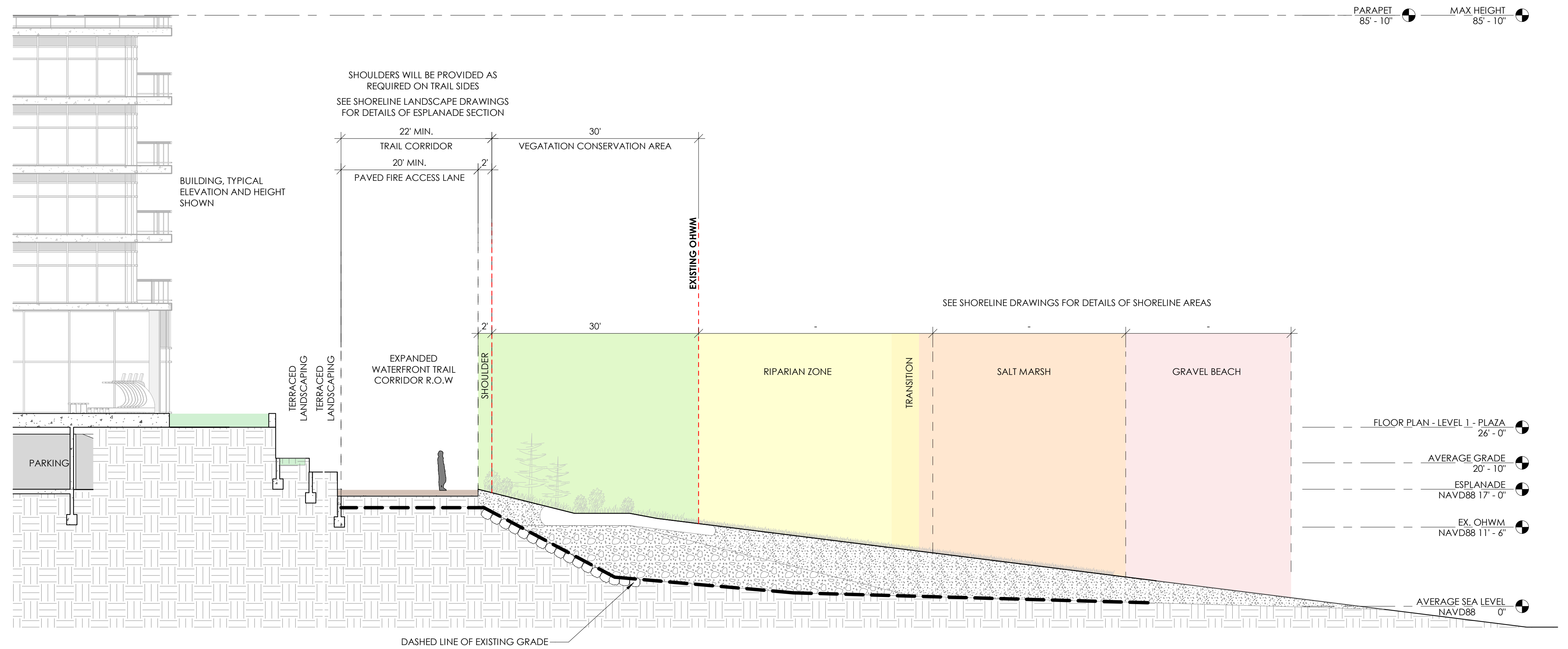
WASTE ENCLOSURE PLAN LEGEND

- WASTE TRUCK
- TRASH ENCLOSURE WITH TWO 2 YARD TOW CARTS
- 95 GALLON TRASH & RECYCLE
- 2 YARD TOW CART
- TAYLOR DUNN CARRIER VEHICLE ROUTE



2 SITE PLAN - KEY WATER LEVELS ENLARGED

1" = 10'-0"



1 TYPICAL SHORELINE SECTION

1" = 10'-0"



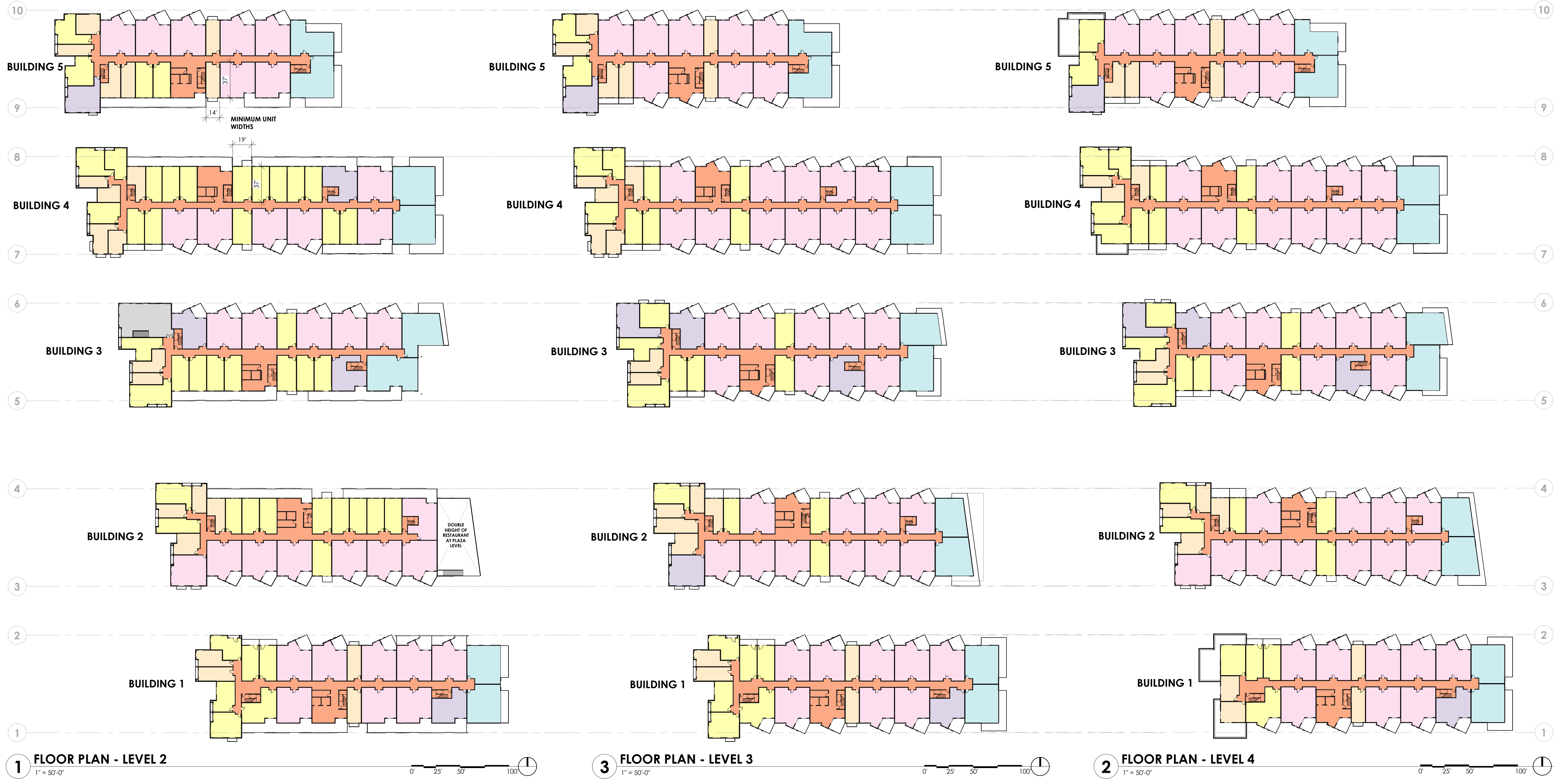
WEST BAY YARDS
LUXURY WATERFRONT LIVING
OLYMPIA

SHORELINE SECTION

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

A29



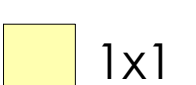



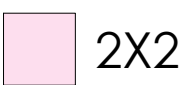




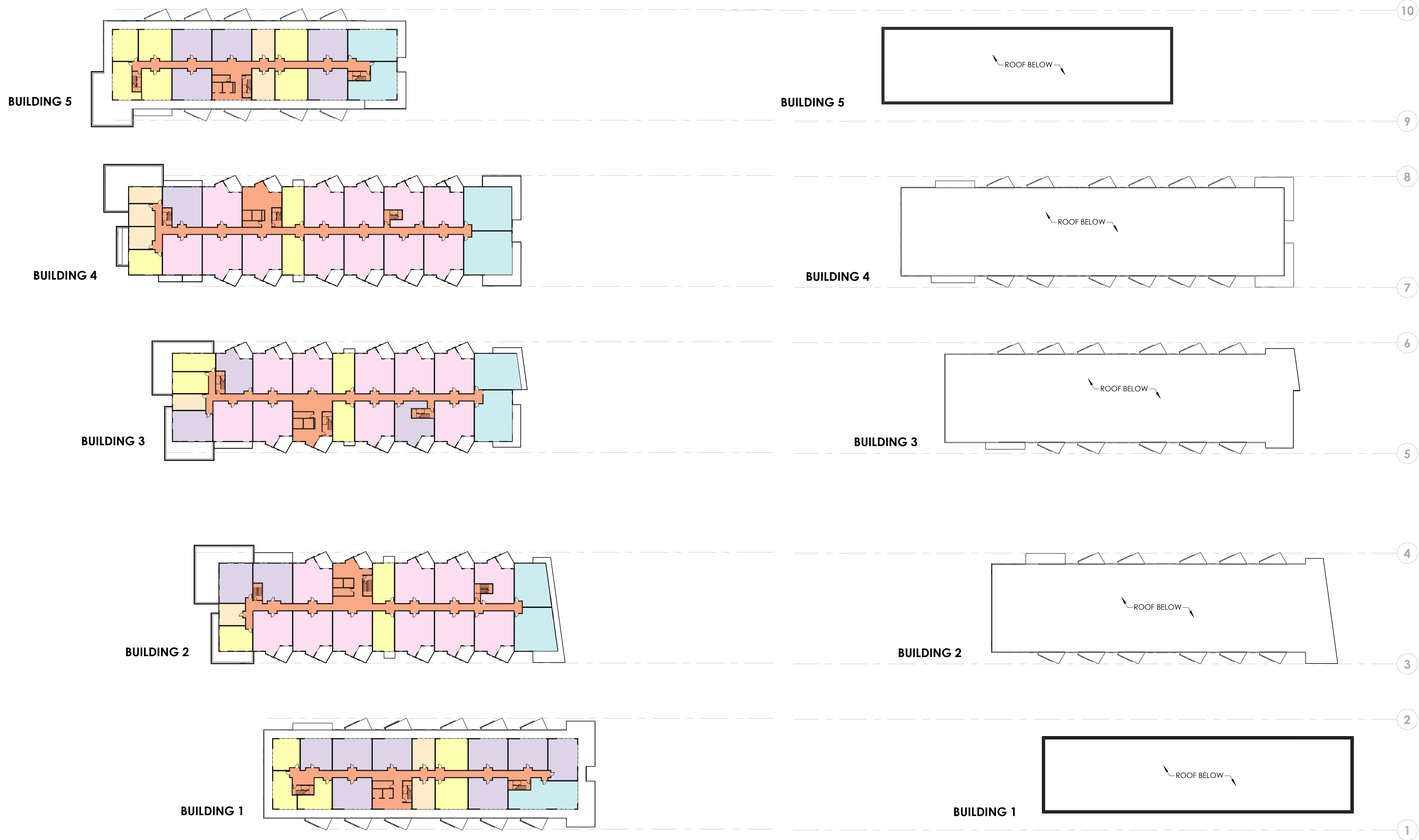
1 FLOOR PLAN - LEVEL 2
1" = 50'-0"

3 FLOOR PLAN - LEVEL 3
1" = 50'-0"

2 FLOOR PLAN - LEVEL 4
1" = 50'-0"

ROOM LEGEND

 1x1	 2x2 S	 COMMON	 STUDIO
 2X2 L	 3x3	 COMMUNITY SPACE	



1 FLOOR PLAN - LEVEL 5
 1" = 50'-0"
 0' 25' 50' 100'

2 FLOOR PLAN - ROOF
 1" = 50'-0"
 0' 25' 50' 100'

ROOM LEGEND

- 1x1
- 2x2 S
- COMMON
- 2X2 L
- 3x3
- STUDIO

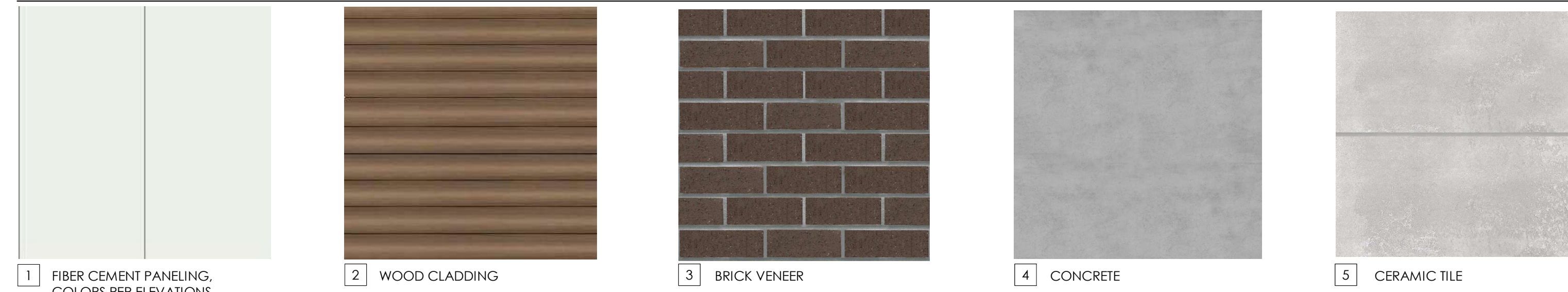


1 NORTH ELEVATION - BUILDING 1
1/16" = 1'-0"



2 SOUTH ELEVATION - BUILDING 1
1/16" = 1'-0"

BUILDING MATERIALS



1 FIBER CEMENT PANELING, COLORS PER ELEVATIONS

2 WOOD CLADDING

3 BRICK VENEER

4 CONCRETE

5 CERAMIC TILE



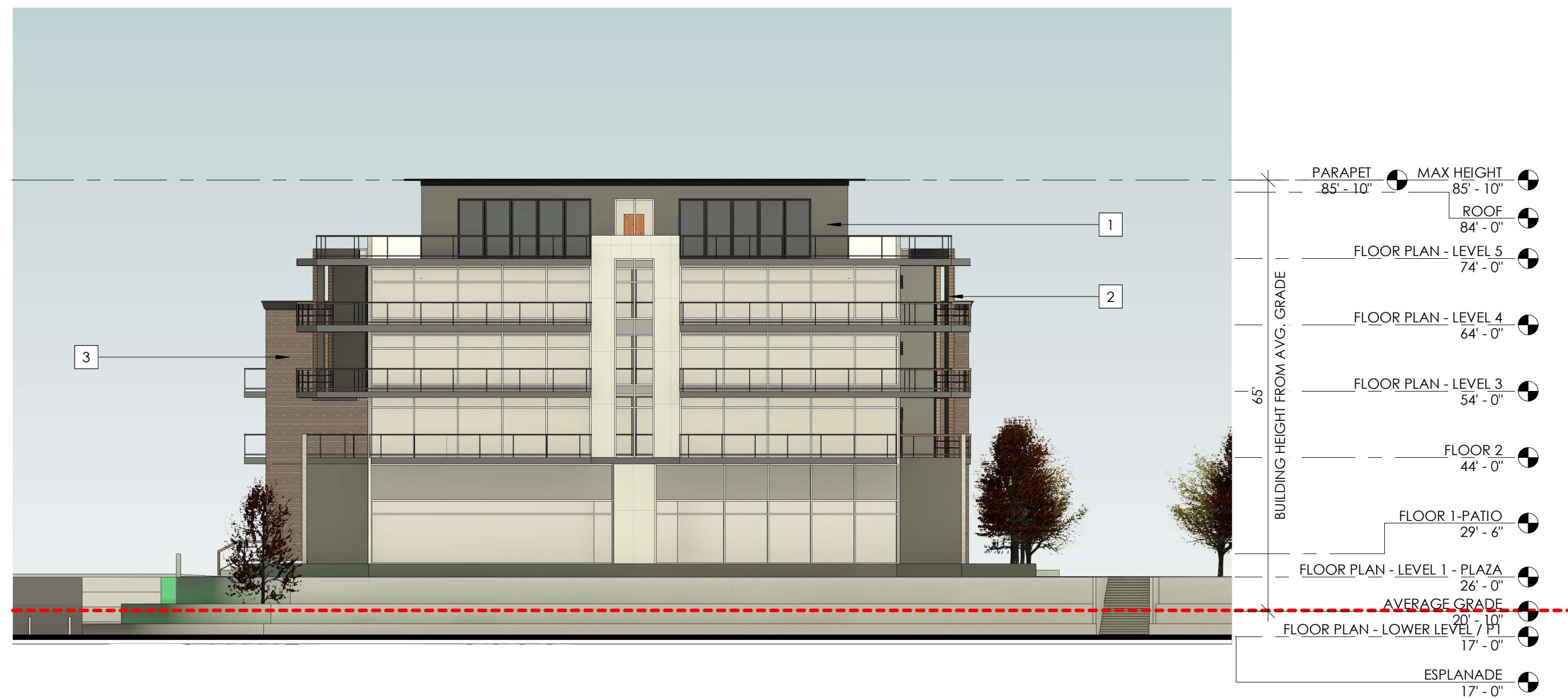
WEST BAY YARDS
LUXURY WATERFRONT LIVING
OLYMPIA

BUILDING ELEVATIONS - BUILDING 1

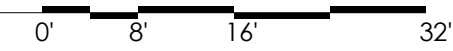
WEST BAY DRIVE | OLYMPIA, WA
SCHEMATIC DESIGN | 11/22/24

A33

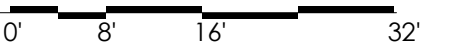




1 EAST ELEVATION - BUILDING 1
1/16" = 1'-0"



2 WEST ELEVATION - BUILDING 1
1/16" = 1'-0"



OMC 18.110.090 STREET WALLS

PER OMC 18.110.090 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.

BUILDING 1
WEST WALL AREA - LEVEL 1 : 387 SF
WEST FENESTRATION AREA - LEVEL 1 : 248 SF
WINDOW TO WALL RATIO : 248 SF/387 SF = 64% > 60% = OK

BUILDING 2
WEST WALL AREA - LEVEL 1: 204 SF
WEST FENESTRATION AREA - LEVEL 1 : 431 SF
WINDOW TO WALL RATIO : 431 SF/204 SF = 211% > 60% = OK

BUILDING 3
WEST WALL AREA - LEVEL 1 : 185 SF
WEST FENESTRATION AREA - LEVEL 1 : 457 SF
WINDOW TO WALL RATIO : 457 SF/185 SF = 247% > 60% = OK

BUILDING 4
WEST WALL AREA - LEVEL 1: 389 SF
WEST FENESTRATION AREA - LEVEL 1: 270 SF
WINDOW TO WALL RATIO : 270 SF/389 SF = 69% > 60% = OK

BUILDING 5
WEST WALL AREA - LEVEL 1: 343 SF
WEST FENESTRATION AREA - LEVEL 1: 232 SF
WINDOW TO WALL RATIO : 232 SF/343 SF = 68% > 60% = OK

BUILDING MATERIALS



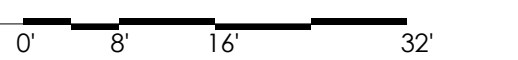
BUILDING ELEVATIONS - BUILDING 1



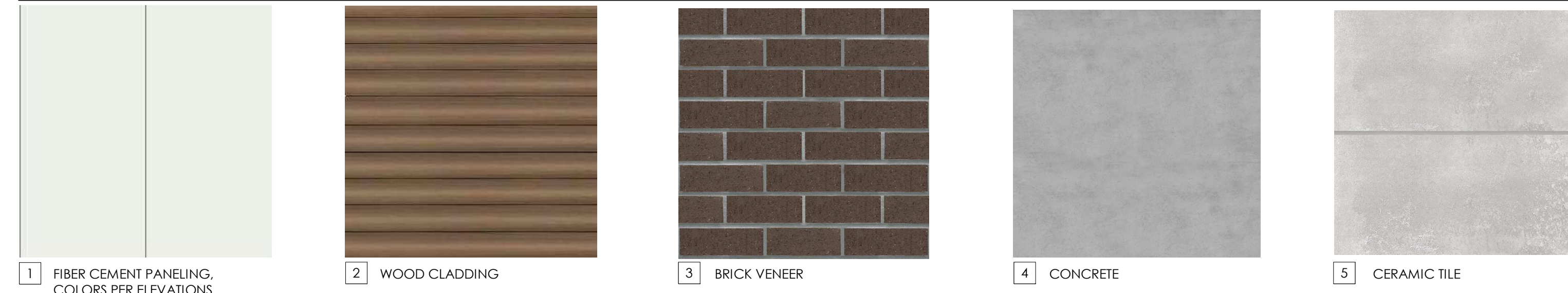
1 SOUTH ELEVATION - BUILDING 2
1/16" = 1'-0"



2 NORTH ELEVATION - BUILDING 2
1/16" = 1'-0"



BUILDING MATERIALS



1 FIBER CEMENT PANELING, COLORS PER ELEVATIONS

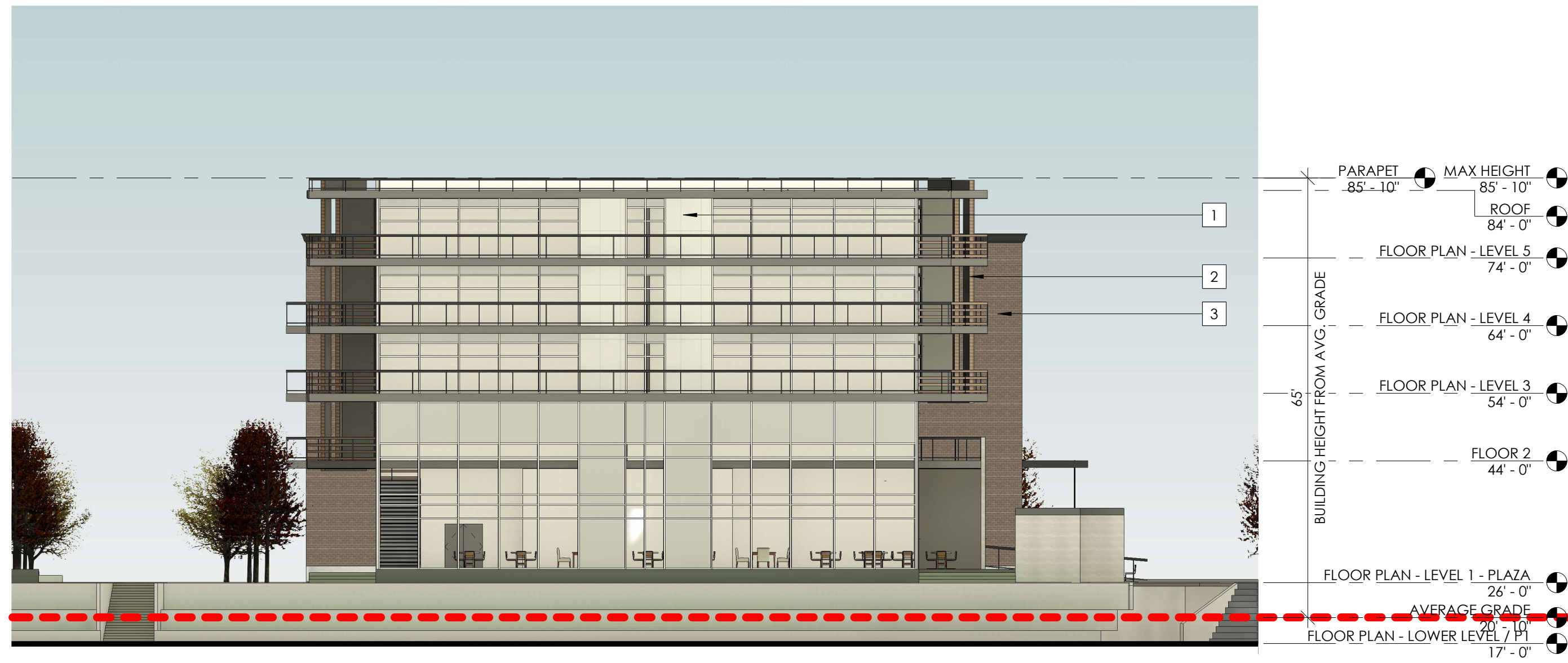
2 WOOD CLADDING

3 BRICK VENEER

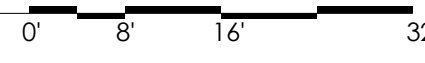
4 CONCRETE

5 CERAMIC TILE

BUILDING ELEVATIONS - BUILDING 2



1 EAST ELEVATION - BUILDING 2
1/16" = 1'-0"



2 WEST ELEVATION - BUILDING 2
1/16" = 1'-0"



OMC 18.110.090 STREET WALLS

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WINDOW TO WALL RATIO : 248 SF/387 SF = 64% > 60% = OK

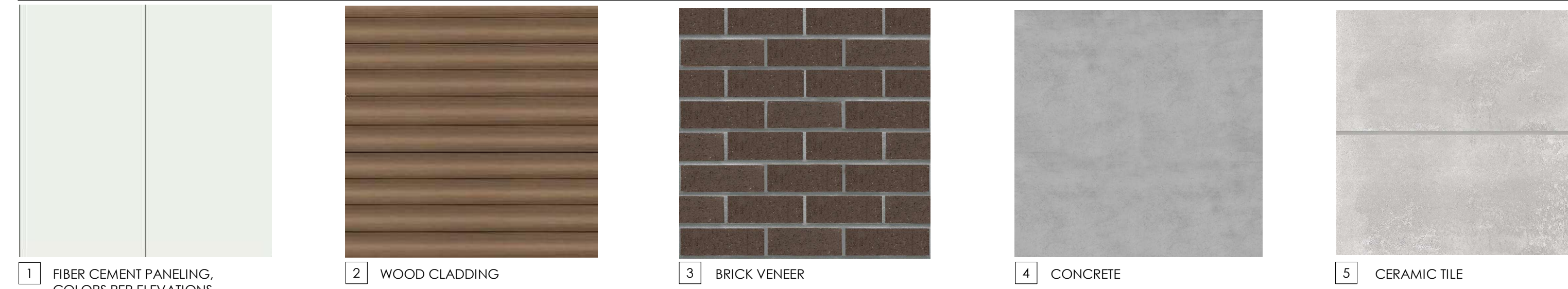
BUILDING 2
WEST WALL AREA - LEVEL 1: 204 SF
WEST FENESTRATION AREA - LEVEL 1 : 431 SF
WINDOW TO WALL RATIO : 431 SF/204 SF = 211% > 60% = OK

BUILDING 3
WEST WALL AREA - LEVEL 1 : 185 SF
WEST FENESTRATION AREA - LEVEL 1 : 457 SF
WINDOW TO WALL RATIO : 457 SF/185 SF = 247% > 60% = OK

BUILDING 4
WEST WALL AREA - LEVEL 1: 389 SF
WEST FENESTRATION AREA - LEVEL 1: 270 SF
WINDOW TO WALL RATIO : 270 SF/389 SF = 69% > 60% = OK

BUILDING 5
WEST WALL AREA - LEVEL 1: 343 SF
WEST FENESTRATION AREA - LEVEL 1: 232 SF
WINDOW TO WALL RATIO : 232 SF/343 SF = 68 % > 60% = OK

BUILDING MATERIALS



1 FIBER CEMENT PANELING, COLORS PER ELEVATIONS

2 WOOD CLADDING

3 BRICK VENEER

4 CONCRETE

5 CERAMIC TILE



WEST BAY YARDS
LUXURY WATERFRONT LIVING
OLYMPIA

BUILDING ELEVATIONS - BUILDING 2

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

A36



THOMAS
architecture studios

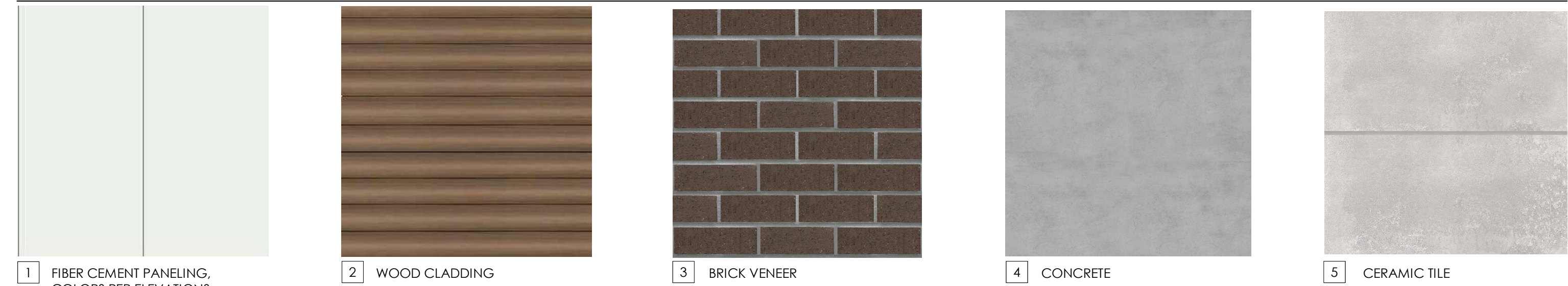


1 SOUTH ELEVATION - BUILDING 3
1/16" = 1'-0"



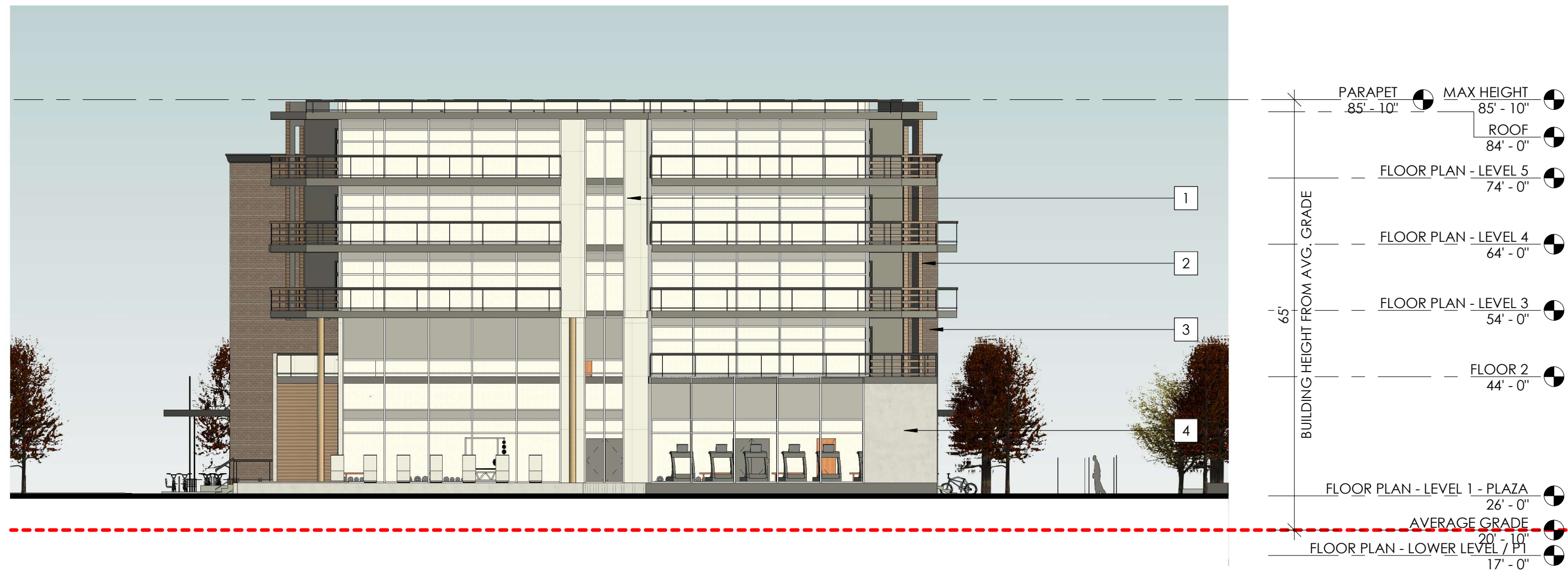
2 NORTH ELEVATION - BUILDING 3
1/16" = 1'-0"

BUILDING MATERIALS



- 1 FIBER CEMENT PANELING, COLORS PER ELEVATIONS
- 2 WOOD CLADDING
- 3 BRICK VENEER
- 4 CONCRETE
- 5 CERAMIC TILE

BUILDING ELEVATIONS - BUILDING 3



1 EAST ELEVATION - BUILDING 3
 1/16" = 1'-0"



2 WEST ELEVATION - BUILDING 3
 1/16" = 1'-0"



OMC 18.110.090 STREET WALLS

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 WEST FENESTRATION AREA - LEVEL 1 : 248 SF
 WINDOW TO WALL RATIO : 248 SF/387 SF = 64% > 60% = OK

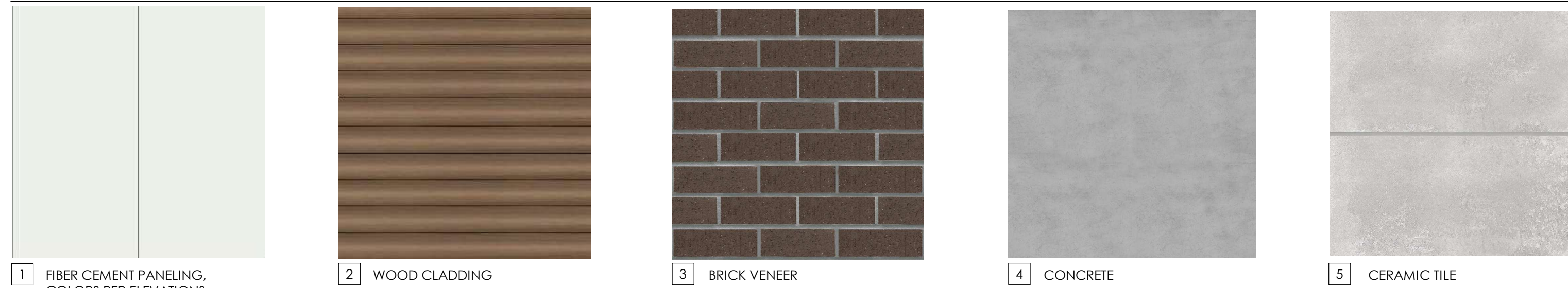
BUILDING 2
 WEST WALL AREA - LEVEL 1 : 204 SF
 WEST FENESTRATION AREA - LEVEL 1 : 431 SF
 WINDOW TO WALL RATIO : 431 SF/204 SF = 211% > 60% = OK

BUILDING 3
 WEST WALL AREA - LEVEL 1 : 185 SF
 WEST FENESTRATION AREA - LEVEL 1 : 457 SF
 WINDOW TO WALL RATIO : 457 SF/185 SF = 247% > 60% = OK

BUILDING 4
 WEST WALL AREA - LEVEL 1 : 389 SF
 WEST FENESTRATION AREA - LEVEL 1 : 270 SF
 WINDOW TO WALL RATIO : 270 SF/389 SF = 69% > 60% = OK

BUILDING 5
 WEST WALL AREA - LEVEL 1 : 343 SF
 WEST FENESTRATION AREA - LEVEL 1 : 232 SF
 WINDOW TO WALL RATIO : 232 SF/343 SF = 68% > 60% = OK

BUILDING MATERIALS





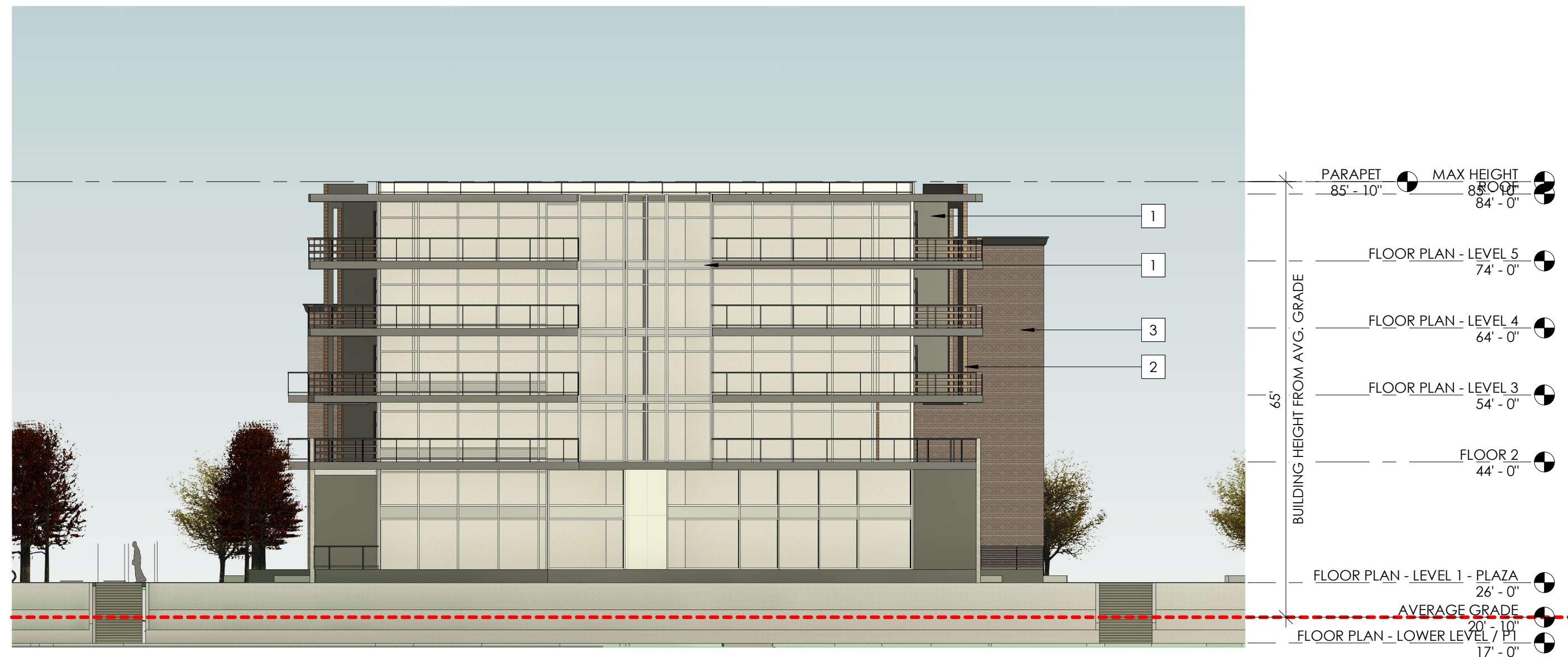
1 NORTH ELEVATION - BUILDING 4
 1/16" = 1'-0"



2 SOUTH ELEVATION - BUILDING 4
 1/16" = 1'-0"

BUILDING MATERIALS





1 EAST ELEVATION - BUILDING 4
1/16" = 1'-0"

0' 8' 16' 32'

2 WEST ELEVATION - BUILDING 4
1/16" = 1'-0"

0' 8' 16' 32'

OMC 18.110.090 STREET WALLS

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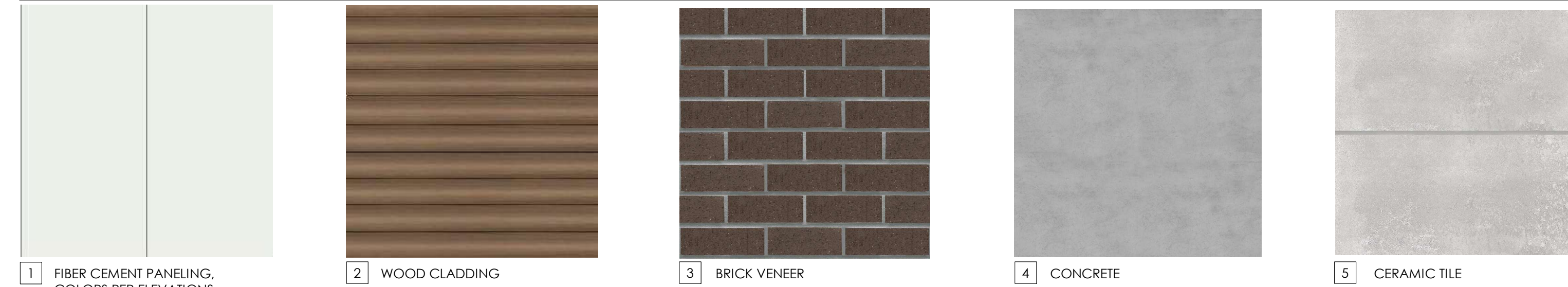
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BUILDING 5
WEST WALL AREA - LEVEL 1: 343 SF
WEST FENESTRATION AREA - LEVEL 1: 232 SF
WINDOW TO WALL RATIO : 232 SF/343 SF = 68% > 60% = OK

BUILDING MATERIALS



WEST BAY YARDS
LUXURY WATERFRONT LIVING
OLYMPIA

BUILDING ELEVATIONS - BUILDING 4

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

A40





1 NORTH ELEVATION - BUILDING 5
1/16" = 1'-0"



2 SOUTH ELEVATION - BUILDING 5
1/16" = 1'-0"

BUILDING MATERIALS



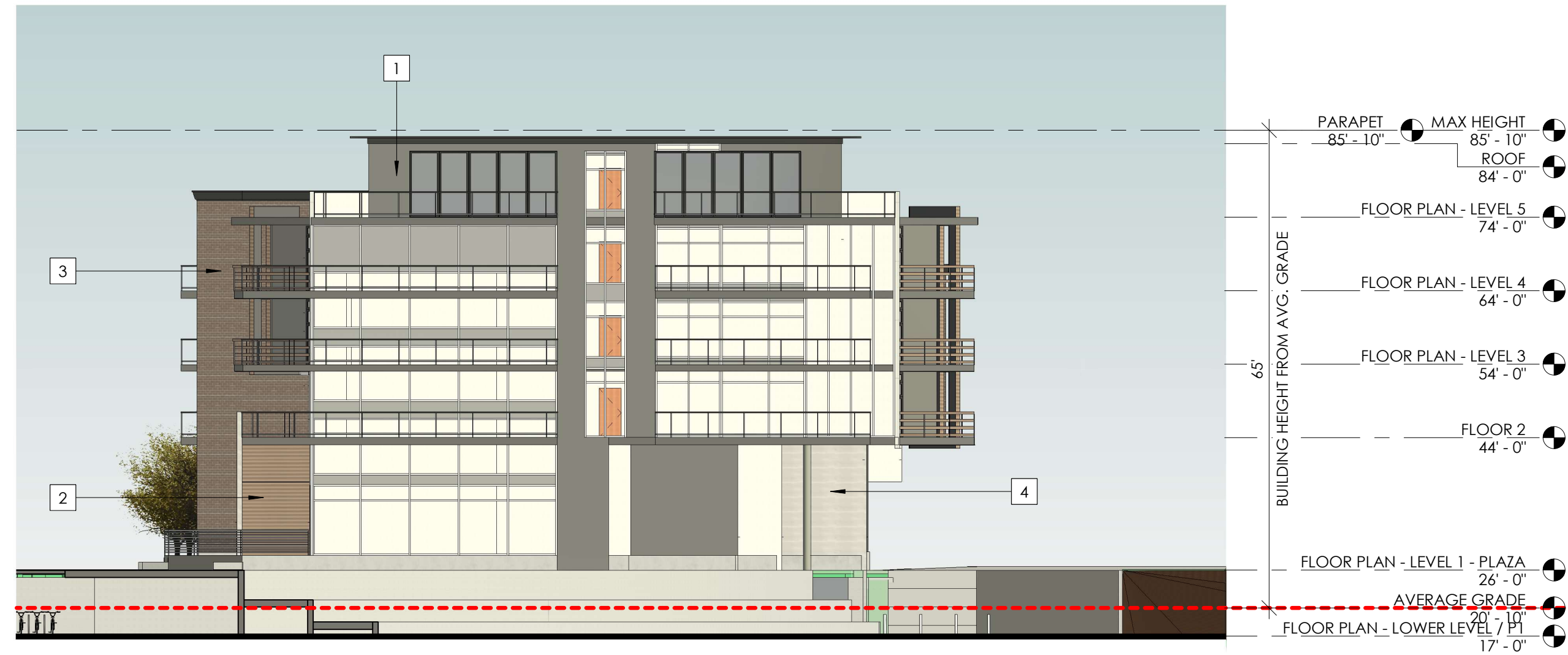
1 FIBER CEMENT PANELING, COLORS PER ELEVATIONS

2 WOOD CLADDING

3 BRICK VENEER

4 CONCRETE

5 CERAMIC TILE



1 EAST ELEVATION - BUILDING 5
1/16" = 1'-0"



2 WEST ELEVATION - BUILDING 5
1/16" = 1'-0"

OMC 18.110.090 STREET WALLS

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BUILDING 5
WEST WALL AREA - LEVEL 1: 343 SF
WEST FENESTRATION AREA - LEVEL 1: 232 SF
WINDOW TO WALL RATIO : 232 SF/343 SF = 68% > 60% = OK

BUILDING MATERIALS



SITE & BUILDING LIGHTING LEGEND



POLE MOUNTED LIGHT FIXTURE
TEKA ILLUMINATION
LARGE BEACON POLE MOUNT SOLID STATE
COLOR: COPPER IN BRASS WITH GREEN PATINA FINISH
DARK SKY LIGHT FIXTURE



BOLLARD LIGHT FIXTURE
TEKA ILLUMINATION
CITADEL BOLLARD SOLID STATE
COLOR: COPPER IN BRASS WITH GREEN PATINA FINISH
DARK SKY LIGHT FIXTURE



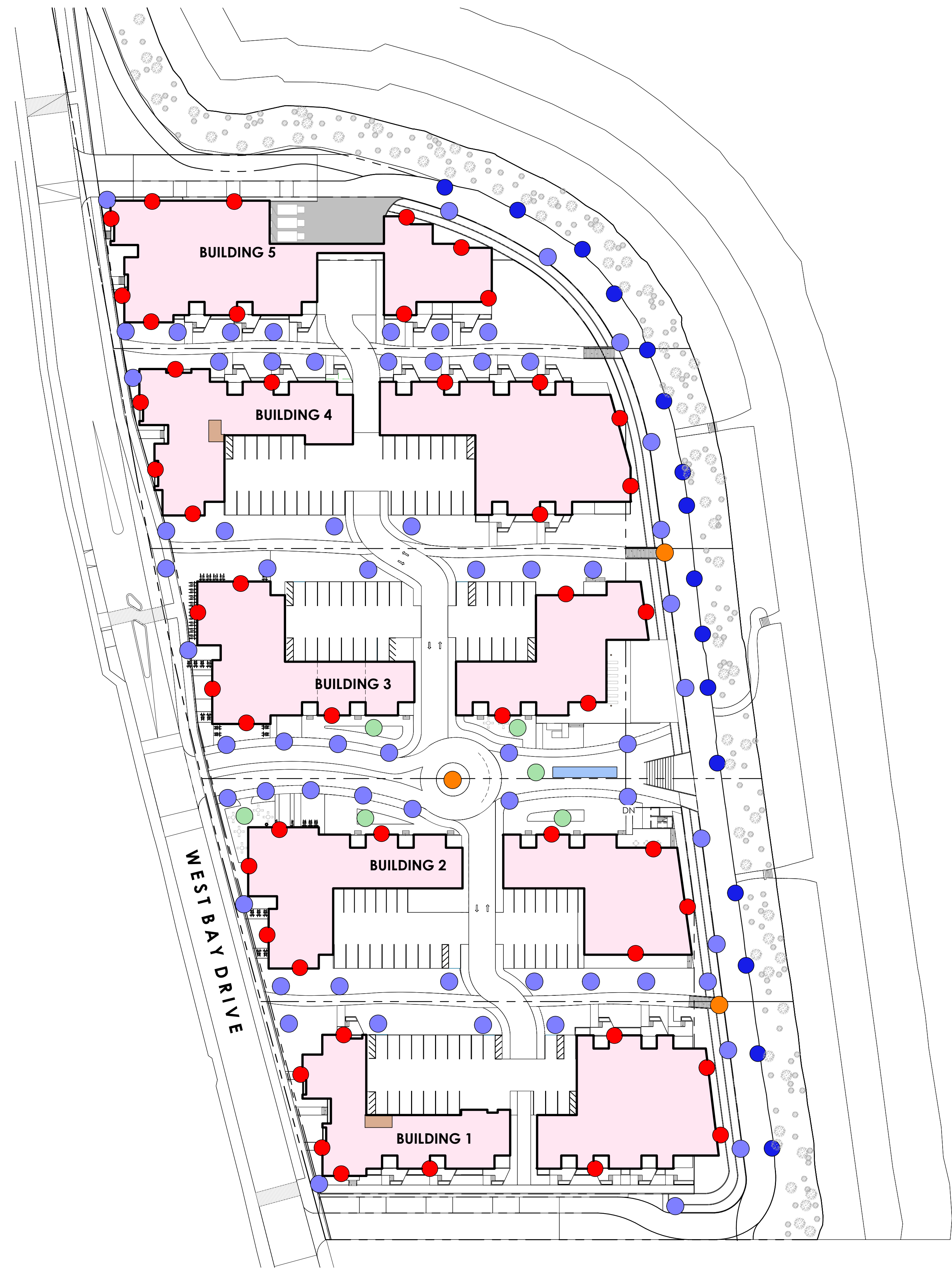
WALL MOUNTED LIGHT FIXTURE
TEKA ILLUMINATION
ARCADE SERIES FULL SHIELD 14 SOLID STATE
COLOR: COPPER WITH BROWN PATINA FINISH
DARK SKY LIGHT FIXTURE



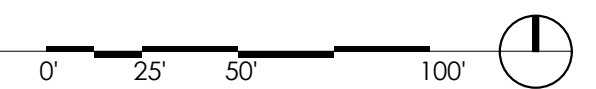
SCULPTURAL LIGHT



STRING HUNG LIGHTING



1 SITE PLAN- LIGHTING
1" = 50'-0"





VIEW FROM EAST



VIEW FROM WEST

From: [Joe Chiveney](#)
To: [Nicole Floyd](#)
Subject: Re: West Bay Yards Status Update
Date: Friday, September 29, 2023 4:49:04 PM

It is difficult to determine what is actually negotiable in this project. Yes, it is too dense and blocks off too much view...but understand the profit needed for a developer and it could be a good trade off given the public access to the waterfront and the remediation of that toxic sight (I am more interested in seeing that clean up gets down properly...but how is a private citizen suppose to access this?

On Mon, Sep 25, 2023 at 8:35 AM Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

I will forward your comments OR you can revise them if you have more detail you want to add. I suggest this only because the list of things I provided you, that you agree should be reviewed is exactly what their task is to do. They are charged with looking for those things and a few others. So, a comment letter saying that you want them to do exactly that is ok, but a letter that said what you found when you did that would be even better.

The plans are on the project website, scroll all the way to the bottom and look for 3RD ROUND SUBMITTAL DOCUMENTS. In that tab there are a bunch of documents. You probably want to look at the ones labeled design review. Helpful hint – I think the plans at the very end are easiest to look at. They are renderings, showing how the buildings would most likely look once completed. At the very least, they are fun to look at. Here is the link: https://www.olympiawa.gov/info/construction_in_olympia/west_bay_yards.php#outer-967

From: Joe Chiveney <jchiveney1@gmail.com>
Sent: Thursday, September 21, 2023 9:40 AM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Status Update

Greetings

Yes, please forward. I have not looked closely at the t the proposed design...are there some closely finalized plans available? Yes, on the south side of the yards, about 30 feet from the large warehouse structure, there is a highly visible continual water way, often running as a trickling creek certain times of the year. The old yard construction was built around it ..you can see how they mitigated the flow with construction and pipes and rocks.

Sincerely

Joe

On Wed, Sep 20, 2023 at 8:36 AM Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Joe,

Thanks for taking the time to write. I have a couple follow up questions:

1. I am assuming you want me to forward your comments to the Design Review Board – is that correct?
2. Before I do, I wonder if you want to elaborate a little on how you think the project does/does not do at the bulleted items below? This would help the board evaluate. For example, you might have a unique perspective / consideration as you live on top of the hill and might be looking down at the site. From that perspective how does the project meet/ not meet those considerations listed below?
3. You mention a creek – what creek?

Thanks!

Nicole.

From: Joe Chiveney <jchiveney1@gmail.com>
Sent: Wednesday, September 20, 2023 7:31 AM
To: Nicole Floyd <nfloyd@ci.olympia.wa.us>
Subject: Re: West Bay Yards Status Update

Greetings

I am a resident of the neighborhood just above this project. Your synopsis summed up my concerns well:

- Evaluating various elements of the architecture of the buildings including those that invoke a waterfront heritage.
- Ensuring the proposed structures are designed to reduce impact to adjacent structures.
- Creating a sense of human scale through pedestrian scale walkways, minimizing fencing and walls, providing pedestrian amenities,
- Preserving scenic views from the Rights of Way through use of view corridors

Beside daylighting the creek and obvious storm water issues, I would emphasize view corridors and pedestrian access to the waterfront as my most important aspects...for example. imagine if we better view and physical access on East Bay shore with a bike or running train from downtown to Squaxon Park.

Sincerely

Joe Chiveney

On Mon, Sep 18, 2023 at 1:24 PM Nicole Floyd <nfloyd@ci.olympia.wa.us> wrote:

Hello Interested Party,

You are receiving this email because you have indicated that you want to be informed of the project status of the West Bay Yards Shoreline Substantial Development Permit application under review by the City.

Status: The proposal is currently in the third round of review. This means revised submittal documents were submitted by the applicant that are intended to address all of code deficiencies identified by the City in the last review letter in July of 2022. The West Bay Yards website has been updated to include the revised submittals so that you have easy access to them. The City's Site Plan Review Committee and applicable outside agencies are currently reviewing these documents for code compliance. The results of this review will help determine the next steps in the project review. Please use this website Link for access to the updated documents:

https://www.olympiawa.gov/info/construction_in_olympia/west_bay_yards.php

Design Review Board Meeting: The Design Review Board will be reviewing this project proposal for compliance with adopted design standards. They will be holding a meeting on **October 26, 2023 at 5:30PM** to discuss and make recommendation on the project design. This is a public meeting, but there is not an opportunity for public comment at the meeting. Please use this meeting link to watch the meeting: ([Zoom link](#))

If you have comments specifically related to physical appearance of the project and would like them reviewed by the Board please send them to me and I will forward to the board. Please clearly indicate that your comments are related to design/and or you want them sent to the Design Review Board. Comments intended for the Board should relate specifically to design criteria found in either: OMC 18.110 and OMC 18.155. Generally, these include subjects such as, but not limited to:

- Evaluating various elements of the architecture of the buildings including those that invoke a waterfront heritage.

- Ensuring the proposed structures are designed to reduce impact to adjacent structures.
- Creating a sense of human scale through pedestrian scale walkways, minimizing fencing and walls, providing pedestrian amenities,
- Preserving scenic views from the Rights of Way through use of view corridors

To ensure your comment is provided in the Board's packet, please submit comments to me by **October 13, 2023**. Comments received after this date (but before the meeting) will still be provided to the Board, but would not be included in their packet as it is distributed at least a week before the meeting. Comments are not accepted at the meeting nor post meeting. The Board makes a recommendation to the Hearing Examiner.

Other Comments: If you have not already done so, comments on this project's compliance with any/all relevant code related topics can be sent to me and I will forward them to the Hearing Examiner at the point a hearing is scheduled. If you have already submitted comments, but find the most recent revisions (3rd submittal) cause modification to your previous letter, you can comment again. Please submit new or updated comments by **November 2, 2023**. This is a soft deadline, comments received after this date will be included in the record and provided to the applicant. The deadline aligns with the anticipated completion of this 3rd round review cycle. This means that if your comments are of a technical nature and relate to code compliance meeting the deadline would ensure the comments would be reviewed by staff before the review cycle ends. Please note this is not a code required comment period. All comments, regardless of when submitted, will be forwarded to the Hearing Examiner at the point a Hearing is scheduled (not yet). If you have already provided comments, you do not need to comment again, those comments are on file and will be forwarded to the Hearing Examiner. There is no limit to the number of public comments you can submit, but additional comment letters should address new topics/content.

Questions: Please contact me if you have questions. I am available by email or phone. If your question is of a technical nature outside my expertise, I will coordinate with the appropriate division to get you the information. Please note that questions / responses are not public comments and are not typically forwarded to the Hearing Examiner.

Nicole Floyd, AICP

Principal Planner | City of Olympia

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From: [Judith Mason](#)
To: [Nicole Floyd](#)
Subject: West Bay Yards Design Review Board Public Comments for 2/27/2025 Mtg
Date: Thursday, February 27, 2025 10:18:07 AM

To Whom It May Concern:

The proposed West Bay Yards design is merely a series of rectangular boxes and certainly does NOT constitute high quality design. The plan is unimaginative and certainly does NOT reinforce the unique street scapes provided by other structures that abut the Budd Bay side of downtown Olympia. Furthermore, this structural plan does NOT preserve any aspect of the downtown's historical character. The view corridors are a complete farce. These structures will block the view from buildings on the West side of West Bay Drive as well as what can be seen by pedestrians and those who drive by. The most notable feature of the West Bay Yards design appears to be that it successfully attempts to cram the most housing units into this limited space all for the purpose of lining the pockets of the owner and the City coffers. I oppose approval of the present West Bay Yards design. The project should be of a smaller scale and lower to meet with the the OMC18.110 Design Criteria.

Judith D. Mason
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Olympia, WA 98502
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