

## **CAPITAL COLLISION SERVICE FACILITY**

### **Project Narrative September 25, 2018**

#### Site Conditions, existing

Project site is located at the southwest quadrant of Carriage Drive SW and Caton Way SW. Site address is 2115 Carriage Drive SW, Olympia. The site is located in the AS (Auto Services zone) and is currently undeveloped. Some of the surface is graveled and fenced and used for storage of cars awaiting collision repairs. The western limit of the site (roughly 5,476 s.f.) is used for site access via a reciprocal easement. This portion contains a paved lane, a sidewalk, minor amount of landscaping and a retaining wall.

The site slopes generally from northwest to southeast with the low point at Caton Way, from elevation 170 to 150'. There is an existing retaining wall bordering the common easement on the west side, roughly 14' tall. No critical areas exist. Existing gravels total about 4,857 s.f. Little or no landscaping has been improved on the other pervious portions.

Services exist on the site frontages, including water, sewer, electrical and gas. A regional stormwater collection system exists in the fronting streets. No sidewalks are improved on the street frontage. Existing access is from the north limit of the common easement, off of Carriage Drive; access is unimproved.

#### Proposed Project

The project proposes a two-story concrete and steel building with basement level and main floor access supporting vehicle repair facility. The building would be 120' long and 80' wide, with lower floor height of about 15.5 feet and main floor height of about 20'. Principal exterior materials would be steel siding with some use of rock veneer and metal louvered accents and glazing. The basement level concrete foundation will step down the grade to minimize exposed concrete.

Access to the facility would be from Carriage Drive as well as a service access from Caton Way. Normal access would be from the Carriage Drive entrance, with the ability for tow-trucks/piggyback wreckers to unload either above or at the lower level and exit on Caton Way. Vehicles serviced in the lower level normally would be driven to upper level, queued, and would exit to Carriage Drive.

Site will be excavated during construction of basement level foundation. Roughly 2,500 cubic yards will be exported off site. Finish grades for upper level would be about 168' elevation and the basement floor level about 152-153'. Stormwater collection, treatment, and infiltration is proposed, with three sub basins. Roof runoff would be metered-released west to a dedicated existing drain; upper and mid level paved portions would have biofiltration treatment prior to infiltration gallery; and a smaller lower basin would provide biofiltration and infiltration in the southwest corner.

Water would serve the site from Carriage Drive, with fire sprinkler backflow vault near the street. Existing fire hydrants on three sides appear to provide coverage for the site. Sewer connection would be from Carriage Drive. Electrical was planned to be extended from the existing Collision center west of the site. Solid waste dumpster location is planned near the upper entrance to fit with existing service movements.

Landscaping is proposed along street frontage and within the site. Upright evergreen trees would be used to reduce the mass of the south façade.