

**PROJECT NARRATIVE**  
**KAISERWOOD PRELIMINARY PLAT**  
 Prepared by  
 Barghausen Consulting Engineers, Inc.  
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**PARCEL DATA**

Parcel No.: 12808130101  
 Site Address: 2100 Kaiser Road NW  
 Gross Site Area: ±16.85 Acres per Assessor  
 STR: SW-08-18N-02W  
 Existing Zoning: RLI  
 Existing Comprehensive Plan: RLI  
 Fire District: City of Olympia  
 School District: Olympia School District No. 111  
 Water District: City of Olympia  
 Sewer District: City of Olympia

**PROJECT DESCRIPTION**

The proposal is to subdivide 16.85 acres into 53 lots which will contain 52 townhouse units and a multi-unit apartment building with up to eight (8) units and associated parking. Tracts are proposed for storm water control, access, and critical areas. The project will construct 20th Avenue NW as a Major Collector street. Direct access to all of the units/lots is proposed to 20th Avenue NW.

**ZONING REQUIREMENTS**

| <b>RLI</b>                       | <b>Single family</b>       | <b>Townhouse</b>           | <b>Multi family</b>        |
|----------------------------------|----------------------------|----------------------------|----------------------------|
| Density, max                     | 4 du/ac                    | 4 du/ac                    | 4 du/ac                    |
| Density, min                     | 2 du/ac                    | 2 du/ac                    | 2 du/ac                    |
| Min lot size (sf)                | 2,000                      | 3,000 average              | 7,200                      |
| Min lot width                    | 30 feet                    | 16 feet                    | 80 feet                    |
| Min front yard                   | 20 feet                    | 20 feet                    | 20 feet                    |
| Min front with side/rear parking | 10 feet                    | 10 feet                    | 10 feet                    |
| Min rear yard                    | 10 feet                    | 10 feet                    | 10 feet                    |
| Min side street                  | 10 feet                    | 10 feet                    | 10 feet                    |
| Min side yard                    | 5 feet                     | 6 feet                     |                            |
| Max height**                     | 40 feet                    | 40 feet                    | 40 feet                    |
| Max above grade stories          | 3                          | 3                          | 3                          |
| Max impervious (per lot)         | Greater of 2500 sf or 6%   | Greater of 2500 sf or 6%   | Greater of 2500 sf or 6%   |
| Max hard surface lots ≤ 0.25 ac  | Greater of 3,500 sf or 55% | Greater of 3,500 sf or 55% | Greater of 3,500 sf or 55% |
| Max hard surface lots ≥ 0.26 ac  | Greater of 6,000 sf or 25% | Greater of 6,000 sf or 25% | Greater of 6,000 sf or 25% |
| Parking                          | 2 spaces per home          | 2 spaces per townhouse     | 1.5 spaces per unit        |

As shown on the enclosed Preliminary Plat Map, the project proposes 52 attached single family (townhouse) lots averaging 3,000 square feet and one 8,664 square foot apartment lot that will contain up

to six (6) apartment units and ten (10) associated surface parking stalls offsite. At this time, the apartment building is not designed, but it is expected to be two stories of living space elevated above parking. The proposal is expected to fall within the maximum allowed density for the site, full calculations will be provided with the formal submittal.

Impervious area and "hard surface area" calculations are expected to fall within the limitations of the RLI zone. Detailed calculations and design will be provided with the formal submittal.

Townhome standards that will be demonstrated with elevations and floor plans to be included in the formal application:

- Garages:
  - Maximum protrusion of garage façade 8 feet
  - Garage (door plus supports) width max 60 percent of dwelling façade: for the 24-foot wide dwelling units the maximum garage width will be approximately 14.4 feet wide. For the 32-foot wide dwelling units, the maximum garage width will be approximately 19.2 feet wide.
  - Design garage so it does not dominate the front façade
- Zero Lot Line: as shown the interior units have zero setback and the end units have 6-foot setbacks. Corner units at roads have a 10-foot setback as shown. **Project complies.**
- Attached Single Family: The proposal includes 3-unit, 4-unit, 5-unit, and 6-unit townhomes.

Apartment design standards that will be demonstrated with formal application.

- 1) *Design Review is applicable and impactful as follows: The townhomes and apartment will require design review...albeit at a later date.*
  - a. *18.170 – Residential design criteria for an apartment building of 5 units or more. (Board level review).*
  - b. *18.175 – residential infill design: single family – 4 plex. Single family only on lots less than 5,000sf.*

*Major potential issues:*

*18.170.100*

- *Parking: reduce visual impacts of driveway and parking lots – minimize widths of driveways limit parking lots to 30% of street frontage etc.*

**Response:** The apartment is proposed as a walk-up with offsite parking.

- *Design: requires a clearly defined building or courtyard entry to the building from the street. This appears challenging given the auto oriented 1<sup>st</sup> floor.*

**Response:** This has been accomplished by the use of offsite parking. The front will be a landscaped courtyard.

- *Neighborhood Scale: Just need to address it*

**Response:** The elevations provided with the formal application will address neighborhood scale.

- *Modulation: every 30'*

**Response:** The elevations provided with the formal application will address modulation requirements.

*18.175.060 – design garages so that they do not dominate the dwellings façade.*

- *Other:*
  - *Engineering and curb cuts – I suspect you would only get 1 driveway to the apartment building, so the parking all along the frontage is problematic.*

**Response:** The apartment is proposed as a walk-up with offsite parking so the apartment building will not need a curb cut.

- *Forestry and trees – at 5 units you are required to have a tree tract on the property to house 50% of the required tree density. Not sure how urban forestry will look at this proposal.*

**Response:** The critical area tracts comprise more than 60 percent of the site. Additional tree tracts are not warranted.

## **CRITICAL AREAS**

The critical areas on the site have been previously reviewed and comments were provided. The redesigned project complies with the limitations of buffer averaging (max 25 percent) and a revised wetland report will be provided with the formal submittal.

## **ACCESS AND PARKING**

The project has retained the previous proposal to construct 20th Avenue NW with a connection to Hudson Court. As part of the redesign, the access to Lots 1 – 10 is proposed via a private road segment with a hammerhead turnaround (Tract B). The access to Lots 34 – 38 is proposed as a private shared driveway that will also act as a hammerhead turnaround for the temporary terminus of 20th Avenue NW.

The proposed apartment building is designed as a walk-up with parking on the opposite side of the street as allowed per OMC 18.38.060.E. No accessible apartment units are proposed so no accessible parking is provided or required. Each townhouse unit would have two parking spaces.

## **STORMWATER**

Stormwater design for the project is expected to include a combination of dispersion, detention (in Tract A), and limited use of permeable materials for individual lot walkways and the offsite parking for the apartment lot.

## QUESTIONS FOR STAFF

1. Parking for the apartment building on proposed Lot 17 is offsite across the road. We propose signage and a raised crosswalk (example shown below) to slow traffic. Please comment.



2. Are there any maximum lot area restrictions for lot area averaging for the townhouse lots?
3. Proposed Lots 42 – 44 are planned to eliminate an isolated area of steep slopes per OMC 18.32.605. The applicant's team will coordinate with the geotechnical engineer to confirm that the impact will not create any instability. Are there any code restrictions from removing an isolated area of steep slope?
4. The project will develop less than 40 percent of the site with the new home sites, roads, parking, and drainage controls. The remaining 60 percent of the site will remain forested and be protected in critical area tracts. Are any additional tree retention areas or Tree Tracts required?
5. The proposed private road in Tract B proposes a hammerhead due to the limited number of lots served and to maximize the space available for the drainage facilities. A cul-de-sac bulb, if required, would need to extend over the top of the proposed drainage facilities. A dashed line is shown on the site plan to show the limits of a cul-de-sac bulb.
  - a. Can the private road be allowed?
  - b. Can the hammerhead be allowed?
  - c. If a cul-de-sac is required can it be over the top of the stormwater facilities?
  - d. Is there a variance process needed for any of the above?
6. If an appeal of the preliminary plat decision were filed by the public or the applicant would that be to City Council or Superior Court?