

Technical Memorandum

To: City of Tumwater
From: Nick Wheeler
Date: May 21, 2025
Subject: Project Narrative
Project: Tumwater Boulevard Townhome Condominiums

City of Tumwater Staff,

The purpose of this narrative is to outline the improvements proposed by the Tumwater Boulevard Townhome Condominiums development located at 715 Dennis Street SE on Thurston County TPNs 71300001100 and 79300001200. The project proposes 6 townhome-style condominium buildings, including a new public roadway, underground utilities, landscaping, and stormwater facilities. The following memorandum has been prepared in support of the project and is intended to provide an overall summary of the project and to outline the project's compliance with the City of Tumwater's development standards.

Existing Conditions

The subject parcels, Thurston County TPNs 71300001100 and 7900001200, are situated north of Tumwater Blvd SE and are currently undeveloped aside from a City of Tumwater sewer lift station located within an easement which will remain in place. Access to the site is currently provided by the lift station maintenance driveways off Tumwater Blvd SE. Existing vegetation consists of mixed grasses, Evergreen trees, shrubs, and brush.

Proposed Development & Zoning

The project proposes 24 townhome-style condominiums across 6 buildings. Each building will be located on a separate tax parcel with a separate condo association (4 single-family dwelling units in each). Access will be provided by a new public roadway with curb, gutter, and sidewalks, extending from Tumwater Blvd SE and including public water and sanitary sewer extensions to serve the development. The site is zoned SFM Single-Family Medium Density Residential and is regulated by the City's SFM2 zoning overlay, as it is located within Zone 3 of the Olympia Regional Airport runways. The project will be permitted through the City of Tumwater's Binding Site Plan and Planned Unit Development processes. Common stormwater and open space tracts are proposed and include amenities to meet the requirements of a Planned Unit Development. Currently, the project proposes a playground and half-court basketball court in a common tract at the north end of the site.

In addition to the condo associations for each building, a homeowner's association (HOA) will be created through the development of this project. The HOA will provide for the operation and maintenance of the shared spaces which include open space amenities and landscaping outside of the specific lot areas. The intent of the project is for each single-family condominium unit to be sold to the resident or other entity following the construction of the residences. The tax lots will remain under common ownership of the

condo associations and the common areas will be governed by the HOA. The project is projected to start in 2025 and be completed by 2026 pending permit approvals.

- Open Space: The project requires 15% of the gross site area be set aside for open space. The total site area is 10.77 acres, of which a minimum of 1.62 acres is required to be open space. Of this value, 50% of the area is to be active open space, with the remainder as passive open space.
- Summary of Minimum Open Space Requirements:
 - 0.81 acres active open space meeting 17.12.210.G.1 (i.e. children's play equipment, sport court, open field, etc.)
 - 0.81 acres passive open space meeting 17.12.210.G.3 (i.e. walking trails, plazas, picnic facilities, storm ponds, wetland buffers, etc.)
- Summary of Provided Amenities to meet Open Space Requirements:
 - A children's play structure, ½ court basketball court, open field area, and two disc golf basket targets are being provided within the designated active open space area totaling 0.84 acres of active open space.
 - Wetland buffer enhancement and natural habitat area are being provided to meet the passive open space requirement totaling 7.67 acres of passive open space.

PUD Public Benefit

This project is developing over 20 units, therefore 2 points from the list in TMC 18.36.010 are required.

Point One – Enhanced Usable Parks & Open Space:

TMC Section 18.36.010.B.1 "One point: provide enhanced usable parks and open space as a result of the planned unit development. Both the applicant and the city shall agree upon the location, size, and extent of the enhanced usable parks and open space."

- This project is proposing a walking path through the open space area, a viewing platform with informational wetland signage, benches, disc golf basket targets, and a half-court basketball area. This is in addition to the children's play structure that is required under active open space requirements.

Point Two – Critical Areas Enhancement:

TMC Section 18.36.010.B.3 "One point: Go significantly beyond the minimum requirements for critical area protections to preserve, enhance, or rehabilitate critical areas and buffers in the planned unit development. Both the applicant and the city shall agree upon the location, size, and extent of the additional protection, enhancement, or rehabilitation."

- This project proposes to enhance the prairie and wetland habitat in the vicinity of Wetland A. Improvements include a one-time removal of a large area of Himalayan blackberry and Scotch broom (invasive plant species). Native plants will be added in the area where the invasive species are removed to improve screening, food resources, nutrient uptake, and beneficial uses of the water that benefits the area fauna. Three wood duck boxes, three bat boxes, and two Martin houses will be installed in the trees at the edge of Wetland A to enhance wildlife habitat at the site.

Overall, the enhanced open space amenities and critical areas enhancement are proposed to meet the PUD criteria for a combined total of two points.

Airport Overlay – SFM2, Zone 3

The project site is located within Zone 3 of the Olympia Regional Airport runway overlay. Site development must comply with TMC Section 18.32.080.A Residential Standards:

Residential land divisions of one acre or more located within compatible use zones 3, 4 or 5 shall meet the following standards:

1. *The land division is approved as a clustered development with the residential lots located as far away from the runway centerline as possible;*
 - The site is encumbered by critical areas (wetlands) and their associated buffers. The land division and residential development will be clustered within the developable upland areas to limit impacts to critical areas.
2. *An open space area is provided on the project site. The purpose of this open space area is to provide sites that are suitable for the emergency landing of aircraft. The required minimum size of this open space area is one-half acre or ten percent of the gross site area, whichever is greater. This open space area may be used to fulfill other applicable open space/park requirements for residential developments; provided, that active recreation facilities and aboveground stormwater ponds and infiltration facilities shall not be located in this open space area. This open space area should be contiguous to other open space areas within or adjacent to the project site, and may include wetlands and their buffers and other critical areas.*
 - The project proposes a total contiguous open space area of approximately 8.51 acres (79% of the project site). This is comprised of 0.84 acres of recreational active open space and the remainder classified as passive open space including critical areas (wetlands and buffers) which will remain undeveloped.

Critical Areas

Thurston County GIS mapping indicates the presence of on-site wetlands, hydric soils, and a combination of more- & less-preferred Mazama Pocket Gopher soils. The site is mapped within a Class 1 Critical Aquifer Recharge Area (CARA), Class I & III Agricultural CARA, and 5- & 10-year wellhead protection areas. The site is impacted by two wetlands which have been delineated and rated for the development. The on-site wetlands include Wetland A, a large depressional wetland located to the north and west, and Wetland B, a depressional wetland that drains to Wetland A via an existing culvert and ditch. The project proposes a wetland buffer reduction through buffer enhancement, please refer to the enclosed Wetland Delineation Report & Assessment for additional information. A Mazama Pocket Gopher & Regulated Prairie Absence Report has also been prepared by a professional biologist and is enclosed for review.

Landscaping

The project site abuts Light Industrial (LI) land to the west and a City of Tumwater sanitary sewer pump station located along the southern portion of the site. A Type 1 landscape buffer will be installed along the western boundary and around the perimeter of the sewer pump station easement to provide a sight barrier in accordance with TMC 18.47.050.C.1. The project will also include street trees along the Tumwater Blvd frontage and the new internal roadway to meet the City's minimum design requirements. Please refer to the enclosed preliminary landscape plan for additional information.

Townhome Design Guidelines

City staff identified Townhome Design Guidelines during the Feasibility Site Plan Review meeting the project must adhere to. Please find the applicable Design Guidelines listed below with our responses bulleted beneath each:

2.B.3.2 - Pedestrian circulation in residential development

- a. *Pathways between dwelling units and the street are required. Such pathways between the street and buildings fronting on the street should be in a straight line. Exceptions may be allowed by the Director where steep slopes prevent a direct connection or where an indirect route would enhance the design and/or use of a common open space.*
 - Entry walkways are proposed to connect the dwelling units to the frontage sidewalk.
- b. *The pedestrian circulation system shall connect all main entrances on the site. For townhouses or other residential units fronting the street, the sidewalk may be used to meet this standard. For multifamily developments, pedestrian connections to other areas of the site, such as parking areas, recreational areas, common outdoor areas, and any pedestrian amenities shall be required.*
 - All main entrances are connected to the sidewalk; recreational areas are connected to the sidewalk via pedestrian pathways within the open space areas.
- c. *Direct pedestrian access shall be provided to adjacent publicly accessible parks, open space, and trails, and transit, rideshare and bicycle storage facilities.*
 - Pedestrian access is provided via sidewalks and pathways connecting the residential units, open space, and trails.
- d. *External stairways or elevated walkways which provide pedestrian access to dwelling units located above the ground floor are prohibited. The director may allow exceptions for external stairways or walkways located in or facing interior courtyard areas provided they do not compromise visual access from dwelling units into the courtyard. This is not intended to prohibit skywalks or pedestrian bridges between buildings.*
 - No external stairways or elevated walkways are proposed by the project.

2.B.11 - Special Guidelines for Ground-Related Residences

- *To ensure that townhouse developments enhance the character of the street.*
 - The project proposes curb, gutter, and detached sidewalks with landscape planter strips along the roadway frontage to enhance the character of the street.
- *To reduce the impact of garages and driveways on the pedestrian environment.*
 - The condominium buildings will be constructed in blocks of 4 dwelling units; the driveways and garages will be grouped in sets of two (2) to reduce the impact of garages and driveways along the roadway frontage.
- *To reduce the apparent bulk and scale of townhouse buildings.*
 - The proposed buildings are two-story townhome-style condominiums; building design includes modulation of the height and depth of the building façades, as well as varied building materials and textures to reduce the scale of the buildings.
- *To promote infill development compatible and complementary to the surrounding neighborhood.*

- The project is proposed on an undeveloped site. The development has been designed to be compatible with City Design Guidelines and Tumwater Municipal Code to complement the surrounding area.
- *To promote attractive, safe and functional design that addresses the needs of future residents and is properly integrated into the surrounding neighborhood environment.*
 - The project proposes landscaping, active and passive open space, and enhanced critical areas to address the needs of future residents and integrate into the surrounding environment.

2.B.11.1 - Townhouse Street Fronts (Street Access, Pedestrian Entries (porch, planted area, garage door), Garage Configuration)

- a. *Street access. Townhouses and other ground-related residences fronting a street must all have individual ground-related entries accessible from the street. Configurations where enclosed rear yards back up to a street are prohibited. The Director may allow exceptions to these rules depending on the nature of the site and where design treatments have been included to enhance the character of the street.*
 - The project proposes individual ground-related entries with pedestrian pathways to the public way; no enclosed rear yards are proposed to back up to a street.
- b. *Pedestrian entries. New developments must emphasize individual pedestrian entrances over private garages to the extent possible by using the following three measures:*
 - 1) *Provide a porch, at least 6 feet wide by 4 feet deep, or other architectural weather protection that provides cover for a person entering the unit and a transitional space between outside and inside the dwelling.*
 - Covered porches exceeding the minimum dimensional requirements are proposed; please see the enclosed site plan for additional information.
 - 2) *Provide a planted area in front of each pedestrian entry of at least twenty square feet in area, with no dimension less than four feet. Provide a combination of shrubs or groundcover and a street tree.*
 - Landscape beds of twenty square feet or more will be installed as the individual buildings are constructed.
 - 3) *Set the garage door (if applicable) at least 5 feet further from the street than the building entrance.*
 - Garage doors are proposed six (6) feet further from the street than the front entry doors for the individual condominium residences.
- c. *Garage configuration. For any townhouse configuration where the primary pedestrian access is off the same facade as vehicular access, developments shall incorporate singlewidth parking configurations for at least fifty percent of the units. This will minimize the impact of garage doors on the pedestrian environment. The director may grant departures to this provision provided design treatments effectively minimize the impacts of garage doors on the pedestrian environment.*
 - All of the proposed driveways are a single-width configuration.

2.B.11.2 - Driveways on private internal streets

Where townhouse units are served by private internal streets, developments are encouraged to limit the depth of driveways between the streets and the garage wall to de-emphasize vehicular access. Driveway depths of five to ten feet are appropriate to allow the maneuverability and provide space to include the required landscaping and entry elements for each unit. The shallow width also discourages residents from parking cars in their driveways. By default, this encourages residents to keep their vehicles in their garage. Additional surface parking spots should be scattered around the development to provide space for guests.

- Not applicable; private internal streets are not proposed by the project.

Signature Roads:**2.B.2.2.b.2 Appearance**

b. On Signature Roads, development must adhere to the following:

(2) Residential buildings on non-arterials located within 30 feet of the ROW must feature (note, the following are in addition to the guidelines that all residential buildings follow, such as 2.C.1.3 Residence Faces Fronting on Pedestrian Pathways and Open Spaces):

- i. No garages or storage space along the front facade on the ground floor,*
 - The project does not propose garages or storage space along the front façade of the buildings facing Tumwater Boulevard, a Signature Road.
- ii. At least 15% transparency on the front facade or Type 1 or Type 2 landscaping per TMC 18.47.040,*
 - The project proposes 15% transparency on the façade fronting Tumwater Blvd.
- iii. A covered porch, stoop, or patio for individual unit entries (preferred), or a clearly recognizable, covered shared entry.*
 - Separate covered porches are proposed for each of the residential units.

2.B.2.3.b Parking Orientation

b. On Signature Roads, all parking must be located beside, behind, underneath, or above the ground floor use facing the street (i.e., no parking is allowed between the building and the street). Parking is limited to 50% of the street front or 65 feet, whichever is narrower. Any parking areas along the street must be screened (see Section 2.D.2.2).

- No parking areas are proposed between the buildings and Tumwater Boulevard by the project.

2.B.2.5.b.2 Space between building and street edge

b. On Signature Roads, development setbacks are as follows:

(2) Residential building requirements:

- i. Front maximum: 25 feet (10 to 15 feet is preferred)*
 - The proposed front setbacks are $\pm 15.5'$ to the covered porches $\pm 20'$ to the dwelling units.
- ii. Front minimum: 10 feet (unless Director approves a design that accomplishes the public to private transition goals in a narrower or no setback (e.g., with a recessed entry and ground floor windows above eye level)). Note, porches and stoops may protrude into the setback.*

- The proposed front setbacks are $\pm 15.5'$ to the covered porches $\pm 20'$ to the dwelling units.
- iii. *Side: Zero-lot-line is encouraged in multifamily zones.*
 - The project proposes 5' side lot setbacks between the buildings and zero-lot-line setbacks along the adjoining walls.

2.B.2.6.b Streetscape

b. On Signature Roads, development must adhere to the following streetscape standards:

(1) Landscape strip between sidewalk and street:

- i. *Minimum 5 feet unless the Director determines that trees in grates meet the intent of buffering pedestrians from the street and enclosing the street with trees. The Director will identify the street edge if there is none existing or if there is a planned street improvement.*
 - The project proposes a $\pm 6'$ landscape strip between the sidewalk and street along Tumwater Boulevard.
- ii. *Street trees provided at least every 40 feet (average) on center.*
 - Street trees are proposed at $\pm 30'$ (average) on center along Tumwater Boulevard.

(2) Sidewalk: Minimum 6 feet clear walking space. If a building more than 3 stories tall abuts the sidewalk, there must be either an additional 3 foot vegetative strip between the sidewalk and the building or the sidewalk width increased 3 additional feet.

- A 6' pedestrian sidewalk is proposed along the project's Tumwater Boulevard frontage.

2.B.2.7 Public to private transition

a. On Signature Roads, residential ground floors with individual unit entries (in addition to adhering to Section 2.C.1.3 Residence Faces Fronting on Pedestrian Pathways and Open Spaces) must be raised at least 2 feet above the sidewalk grade and basement unit floors must be at least 2 feet below the sidewalk grade unless the Director determines it infeasible.

- Not applicable; the project does not propose any entries facing Tumwater Blvd.

Wet Utilities

City of Tumwater water and sanitary sewer mains will be extended along the Tumwater Blvd frontage and into the site, following the roadway corridor. The City of Tumwater previously confirmed system capacity to serve the new units proposed by the project; please find the Water-Sewer Availability Letter enclosed. New fire hydrant locations were identified by City staff during the Feasibility Site Plan Review meeting on February 12, 2025, and have been included on the utility design plans. Please refer to the enclosed preliminary civil engineering plans for additional information.

Dry Utilities

Power will be provided by Puget Sound Energy (PSE) to serve the project. Primary power will be extended along the new roadway during construction of the civil site improvements and will be connected to the future residential buildings as they are constructed. Communication services may include Comcast and/or Century Link, with final connections made once requested by residents as the future condominiums are constructed and occupied.

Stormwater

Stormwater design has been prepared to comply with the minimum requirements of the 2022 City of Tumwater Drainage Design and Erosion Control Manual (DDECM). Storm runoff from the frontage improvements on Tumwater Blvd, the new roadway, and individual lots will be collected and dispersed to the existing natural flow path which enters the existing on-site wetland(s). Please refer to the enclosed preliminary stormwater site plan and civil engineering plans for additional information.

Thank you for accepting this project narrative for the Tumwater Blvd Townhome Condominiums project. Please contact me with any questions or comments.

Respectfully,

Nick Wheeler

Digitally signed by Nick Wheeler
DN: cn=Nick Wheeler, o=JSA Civil, LLC, ou=JSA Civil, LLC, email=nick.wheeler@jsa-civil.com, c=US
Reason: I attest to the accuracy and integrity of this document
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