

# **Seaside Kingston SDAP 18-02605**

## **Project Phasing Revision Narrative**

This narrative is part of a revision to SDAP 18-02605 to allow for Phasing of the SDAP. The revision involves separating the SDAP into six different phases for the purpose of being able to record a separate final plat for each phase. This revision request also contains a plan set describing in detail how the phasing is organized.

### **Project Description**

Seaside Kingston is a 140 unit townhome project in 14 different buildings with anywhere between 6 and 12 units per building. Seaside was permitted as a preliminary plat with fee simple lots through the subdivision, Performance Based Development, and ACUP processes. Each unit in a building is its own lot (commonly referred to as “zero lot line”). The lot boundaries for the units in each building are along common walls on the sides, and are within 1-3 feet of the walls on the front and rear of the buildings. Outside of these lots, private drives extend all the way to the rear lot lines, and sidewalks, common landscaping, and other amenities extend to the front lot lines.

### **SDAP Revision Justification**

The reason for requesting this SDAP revision is to facilitate issuance of building permits, construction of buildings, and final approval and occupancy of buildings in a phased manner. Kitsap County code requires that all private roadways, sidewalks, and other improvement be 100% complete and accepted by the County prior to Final Plat approval. No bonding of these facilities is allowed by the code.

Due to layout and density of the project as discussed above, it would be impossible to efficiently build the buildings if all asphalt and sidewalks throughout the project had to be completed before final plat approval. This is because foundation construction (excavation, concrete forming/placement and backfill) and underground utilities installation for the units would severely damage the asphalt and sidewalks around the building. This would result in replacement of some or all of the asphalt and sidewalk around each building upon completion of building construction.

Based on discussions with County staff, it was decided that a phased approach would be most efficient to avoid this problem in that it requires completion of asphalt and sidewalk only within the phase for which final plat approval is desired.

### **Phased Final Plat Recording**

Upon approval or concurrently with the SDAP revision, the current final plat application (20-01207) for the project would be revised to include only the first phase of the project. The current final plat application has gone through two staff reviews, and 2<sup>nd</sup> comments are almost completely addressed.

We feel that the revision to only record the first phase will not significantly change the final plat and that the review done to date will be applicable to the revised final plat.

Future final plat applications will contain one or more phases and much of the review of the Phase 1 final plat will be applicable to future final plat applications, hopefully shortening the overall review period.

### **SDAP and Final Plat Phasing Details**

Prior to final plat approval for a particular phase of the project, the following work will be completed:

- Sewer and water completion and approval to allow for connections to individual units.
- Storm drainage system completion (whether part of the phase or not) necessary to drain, detain, and treat all impervious surfaces, landscape areas, footing drains, etc located in the phase.
- Emergency Vehicle Access (EVA) for the phase would be complete including all asphalt sidewalks, and other means of ingress/egress to the buildings in the phase.
- All other non-bondable work required by the SDAP that is within the phase.
- All landscaping, hardscape, fencing, and site lighting will be bonded prior to recording of the first phase, allowing for completion of these items at a later date subject to the terms of the bond.

The phases for the project are broken down as follows:

Phase 1: Buildings B thru E, perimeter buffer establishment (landscaping and fencing to be bonded) along the north, west, and east sides of the project, and frontage improvements along Lindvog Road.

Phase 2: Building P

Phase 3: Buildings A, F, and G

Phase 4: Buildings M and N

Phase 5: Building K and L

Phase 6: Buildings H and J

Our intent is to be able to record phases in any order or to record more than one phase at a time, provided that the above requirements for recording are met for each phase.

Completion of the new bus stop on Highway 104 would be completed prior to occupancy of the first unit in the project.

### **Closing**

We are anxious to get the SDAP phasing process underway and look forward to working with Kitsap County staff on this. Any questions regarding the revision request can be addressed to the project team and will be responded to quickly.