

EXHIBIT 1
CUP16-02

SECTION 1 - NARRATIVE

Project Title: Lacamas Heights Elementary School Replacement

Owner/Applicant: Camas School District #117
841 NE 22nd Avenue
Camas, WA 98607

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Site Location: 1111 NE 232nd Avenue, Camas, WA 98607

Parcel #: 175724000

Zoning: Residential (R-7.5)

Summary of Request: Approval of the following City land-use reviews and permits for a new 700-student elementary school:

- Conditional Use
- Site Plan Review
- Design Review
- Minor Variance for Building Height

Report Date: November 10, 2016

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SECTION 1 – NARRATIVE

Introduction and Background

This proposal consists of constructing a new 2-story elementary school to replace the existing Lacamas Heights Elementary School. The building (approximately 73,500 square feet) includes a gymnasium, commons, administration, and classroom space for approximately 600 students, on-site parking for approximately 127 passenger vehicles and 16 school buses, access roadway, sidewalks, play fields, landscaping, lighting, and utilities. Approximately 50 staff members will work at the completed facility. The building construction is anticipated to be Type IIIB. The maximum building height will be approximately 38 feet. The new school will be located at 1111 NE 232nd Avenue in Camas, Washington.

The development will encompass approximately 20 acres of the 40-acre site and has been situated to minimize impacts to wetlands, archaeological resources, white oaks, steep slopes, Bonneville Power Administration (BPA) right-of-way (ROW), and an on-site stream. Future improvements that are included in this land-use application include two portable classroom buildings and a reader board on the front exterior wall of the school. The two future portables will bring the total student capacity up to 700 students. The project will construct frontage and off-site water mains, sewer mains, and road improvements.

The existing Lacamas Heights Elementary School located at 4600 Garfield Street in Camas will be repurposed as part of a separate project.

Submittal Requirements

The items included in this submittal are understood to be required based on the Pre-Application Report issued on July 28, 2016, Section 18.18.040 of the City's Municipal Code, Section 18.55.110, and communication with City staff. The updated Fee Quote was provided by Sarah Fox on October 31, 2016. See the Table of Contents for all included items.

Approval Criteria

The following criteria are anticipated to govern the approval of a Type III land use process through the City of Camas (City).

9.32.050 – Public Disturbance Noises

Construction activity will be limited to 7:00 AM – 7:00 PM Monday through Friday and 7:00 AM – 5:00 PM Saturdays.

Title 13, Division I – Water

The City of Camas is the water purveyor for this site. The City is currently designing new water mains to serve the area north of Lacamas Lake. The City's project will terminate at the intersection of NE 9th Street and NE 232nd Avenue, where the proposed project will connect and extend new public water lines along NE 232nd Avenue to serve the school site. Camas School District (CSD) is funding a proportionate share of the new water line extension. New private domestic and fire water lines and hydrants will be provided on-site to serve the school.

Title 13, Division II – Sewer System

The City of Camas is the sanitary sewer purveyor for this site. The City is currently designing new sanitary sewer mains to serve the area north of Lacamas Lake. The City's project will terminate at the intersection of NE 9th Street and NE 232nd Avenue, where the proposed project will connect and extend new public gravity sanitary sewer mains along NE 232nd Avenue to serve the school site. New private gravity lines will be provided on-site to serve the school.

Title 13, Division III – Refuse Collection and Disposal

It is anticipated that the new school will be served by the City of Camas for general refuse service and Waste Connections for recycling and compost disposal.

Title 13, Division IV – Stormwater Drainage

There will be new storm drainage infrastructure associated with the new public roadway that will be constructed by the School District and dedicated to the City for ownership and maintenance responsibilities.

14.02 – Stormwater Control

The proposed on-site stormwater management system is designed in accordance with the City of Camas stormwater regulations. Runoff from pollution generating impervious surfaces (main parking lot and bus lot) will be treated via an approved Best Management Practice (BMP) prior to discharge into flow control facilities. These are currently proposed as bioretention facilities. A flow control facility (pond) is proposed near the west side of the site. The pond discharge will be split to flow toward both required points-of-compliance (stream to the north and wetland to the southwest). All stormwater runoff eventually flows to Lacamas Lake, which requires phosphorus treatment. The proposed bioretention facilities will have an increased treatment soil media thickness of 24" to meet this criteria.

New on-site stormwater management infrastructure associated with this project includes inlets, pipe, water quality facilities, flow control facilities, and dispersion trenches. All on-site facilities will be private, whereas all off-site facilities will be public.

The Clark County Soils Survey classifies the site soils as Lauren Loam, Lauren Gravelly Loam, Cove Silty Clay Loam and McBee Silty Clay Loam. The geotechnical report describes the soils as three different soil types (clayey sand, silty sand, and sedimentary conglomerate), depending on the location and depth. In-situ infiltration testing yielded infiltration rates ranging from 0-5.9 inches per hour, as defined by the soil's approximate vertical coefficient of permeability (k). Groundwater was encountered ranging from 3'-8.5' below existing ground surface.

See the included Preliminary Stormwater Report for additional information on stormwater management for this project.

14.06 – Erosion and Sediment Control

The project will implement temporary erosion control measures in accordance with City of Camas and Department of Ecology (DOE) standards during construction to prevent silt-laden stormwater from leaving the project site and from entering permanent stormwater facilities. All disturbed

areas will be planted with permanent vegetation to minimize long-term erosion. A DOE Construction Stormwater General Permit (CSGP) will be obtained for this project.

15.04 – Building Code

The proposed building will be a Type IIIB structure consisting of Occupancy Type ‘E’ and ‘A’. Separate submittals will be made for the building permits and will be subject to all applicable codes. The building will be equipped with a fully automatic sprinkler system. A new public roadway is proposed as part of this project. If the building address needs to be modified, it will be assigned as part of the building permit process.

15.17 – Automatic Fire Sprinklers

The proposed development will meet all applicable fire code requirements. The building will have a fully automatic sprinkler system. The site will be served by a new public water system that will be operational prior to occupancy. The site is anticipated to have approximately 2,000 gpm of available fire flow to the site via the public water system, exceeding the required minimum of 1,500 gpm. New private fire mains and hydrants will be added on-site. Asphalt, concrete, and paver drive aisles will sufficiently allow fire apparatus access to the building.

15.50 – Clearing and Grading

The development (including public roadway improvements) will encompass approximately 20 acres of the 40-acre site and has been situated to minimize impacts to six wetlands and associated buffers, archaeological resources, Oregon White Oak trees, large established trees where feasible, steep slopes, BPA ROW, and an on-site stream and associated 75 foot riparian buffer.

Erosion control BMP’s will be implemented by the Contractor in accordance with City and DOE standards that will help prevent silt-laden runoff into adjacent surface water bodies including a construction entrance, silt fence, and inlet protection, among other items as needed. Tree protection fencing and silt fence will be utilized to mark the limits of allowed disturbance.

Trees are only being removed where there is conflict with the new public roadway alignment. Only one Oregon White Oak is identified to be removed (again due to roadway alignment). No direct wetland impacts are anticipated with this project (only indirect buffer impacts). A mitigation plan has been prepared to address these impacts.

All disturbed areas will be re-established with permanent vegetation. See the Overall Planting Plan for additional information.

See the attached geotechnical report, habitat study, wetland study, mitigation report, and archaeological report for additional information.

The existing structures on the west side of the site are scheduled to be demolished prior to this project. Additional studies have been completed for these areas including a Phase One Environmental Site Assessment, Pre-Demolition Hazardous Materials Survey Report, and

Asbestos Abatement Closeout Letter. Demolition activities in this area include asbestos abatement, hazardous material sampling and disposal, residence and outbuilding demolition and removal, well abandonment, and underground storage tank removal. Permits associated with these activities are being applied for separately.

16.01-16.24 – SEPA

The SEPA Checklist and Determination of Nonsignificance (DNS) was issued by the CSD as Lead Agency on October 7, 2016. The comment period ended on October 21, 2016. The judicial appeal period will end on November 21, 2016. All related documents are included in this submittal.

16.31-16.35 – Archaeological

Archaeological Investigations Northwest, Inc. (AINW), has conducted an archaeological survey of the project area to satisfy the City of Camas' archaeological ordinance. The survey also followed the standards of the Department of Archaeology and Historic Preservation (DAHP). The project area included all of the parcel and extended to the south side of NE 9th Street and the west side of NE 232nd Avenue because the project needs to address access. Fieldwork followed a background review of archaeological survey and site records and historical research, especially older maps showing changes to the project area. The archaeological pedestrian survey included all of the project area except the wet, low-lying areas along streams. Because the area was grassy, and was wooded in some areas, 41 shovel tests were excavated throughout the project area to determine whether resources were present, and to delineate all archaeological resources that were found.

Three resources were found, all Native American (pre-contact/prehistoric) archaeological resources. One archaeological site is north of the unnamed stream that flows westerly to Lacamas Lake from the northeastern portion of the parcel. A larger archaeological site is south of the unnamed tributary, located on the broad southwesterly sloping terrace in the central part of the parcel. A single piece of stone debitage—an artifact created and discarded during the making of a stone tool—was found near the surface on the east side of NE 232nd Avenue in the road right of way and was recorded as an isolate. A previous archaeological study had included the road right of way at the intersection of NE 232nd Avenue and NE 9th Street, and no resources were identified.

One archaeological site is within the area that is to be developed for the school. Most of this archaeological resource, found on the terrace south of the unnamed tributary, will be avoided. The development for the school has been designed to avoid the resource as much as possible, and to minimize impacts to the archaeological site where impacts cannot be avoided. The design would have the greatest impacts outside of the archaeological site boundaries. Parking, access, and landscaping will encroach onto the resource, and up to 40% of the archaeological site may be impacted. Archaeological excavations are planned to recover deposits from the areas that cannot be avoided where the deposits are intact and are most likely to offer information about the pre-contact period use and occupation. The construction alterations and archaeological excavations will need to be done under a permit issued by DAHP.

No additional studies are planned for the other two archaeological resources.

- The archaeological site north of the unnamed tributary stream will be avoided.

- The archaeological isolate along the right of way is not significant and no permit is needed for development at the isolate.

A Bonneville Power Administration (BPA) transmission line crosses the northeastern corner of the parcel, and one of the lattice towers is within the parcel. This historic resource, a segment of BPA's Camas-Sifton transmission line, has been determined to be eligible for listing in the National Register of Historic Places (NRHP) as part of a multiple property resource that encompasses much of BPA's system from Bonneville Dam to Vancouver.

A farmstead consisting of two houses, one constructed circa 1910 (1111 NE 232nd Avenue) and the other in 1942, a gambrel-roofed dairy barn that may date to the time of the original house construction, and related outbuildings constructed from the 1940s to 1970 cluster along NE 232nd Avenue. The farmstead is abandoned, and the buildings are in poor condition. The farmstead was not documented during the Clark County Historic Building Inventory in 2000, during the time the farmstead was within unincorporated Clark County, and the resource has not been evaluated. The 1910 house and barn may be significant resources, although the other house, garage, and related farm buildings, are unlikely to contribute to the significance of the historic farmstead, and the farmstead therefore lacks integrity. The farmstead buildings cannot be incorporated into the development as they are unsafe; they will be removed. The BPA lattice tower in the project will not be affected.

See the Archaeological Reports included in this submittal for additional information.

16.51–16.61 – Critical Areas

16.53 - Wetlands

A wetland study was completed for the project in March 2016 that identified six Category III wetlands. The project site is designed to avoid all direct impacts to these wetlands. All buffer and indirect wetland impacts will be mitigated on-site. The District plans to request a Preliminary Jurisdictional Determination (PJD) from the Army Corps of Engineers (Corps) to confirm this project can be permitted locally through the City of Camas. A Nationwide Permit is assumed not required because there are no direct impacts to the wetlands and all enhancements will be bare root or stakes. See the attached wetland study and Preliminary Mitigation Plan for additional information.

16.55 – Critical Aquifer Recharge Areas

The site does not lie within a City's Critical Aquifer Recharge Area (CARA), and therefore, this section is not applicable to this project.

16.57 – Frequently Flooded Areas

The project site is not located within a frequently flooded area according to the Flood Insurance Rate Maps (FIRM).

16.59 – Geologically Hazardous Areas

There are no known areas of erosion, landslide, or seismic hazards on the subject site, and therefore this section is not applicable to this project.

16.61 - Priority Habitat

A habitat study was completed for this site in July 2014 that identified a Priority Habitat area along the stream near the northern portion of the site and multiple Oregon White Oak trees throughout the site. There is one white oak proposed to be removed due to a direct conflict with the new public roadway, and minor encroachment to the stream buffer. All impacts are accounted for in the mitigation plan that is included in this submittal.

17.19 - Design and Improvement Standard

Landscaping

Existing trees are shown to be protected where feasible with tree protection fencing. Trees are only being removed for the public roadway improvements. More trees will be planted than will be removed with the project.

Utilities

All utilities on-site will be privately owned and maintained by CSD. Water, sanitary sewer, and storm drainage utilities within the public right-of-way will be owned and maintained by the City. Other utilities including power, gas, and communications will be located within the ROW, within the Public Utility Easement (PUE) directly behind the new sidewalk. The existing septic systems will be abandoned with this project.

The City's Pre-Application Notes indicated that public water and sanitary sewer would be required along NE 232nd Avenue. This proposal includes the extension of public water and public sanitary sewer along NE 232nd Avenue for approximately 700 lineal feet of the property's frontage, which aligns near the end of the proposed public street improvements. For proportionality reasons, these public utility improvements are not proposed to extend any further north than the location where the private lines come on-site to serve the school. The school district is funding a proportionate share of a City project to construct approximately 10,000 lineal feet of large diameter public water main to serve this site. This is a large undertaking for an elementary school development project budget. Although Late Comer Agreements will likely be established, the potential for reimbursement is low. The City's new water line will be installed along Leadbetter Road, which is only fronted by developable land on the north side of the street (Lacamas Lake is to the south). Additionally, this is a public school project, which is a responsive development (not for-profit) and should not build beyond its necessary limits in order to benefit future for-profit developments, especially when such a large burden is already being undertaken.

Public Street Improvements

The project site fronts existing public roads to the south (NE 9th Street) and west (NE 232nd Avenue). Camas planning documents identify both fronting roads as future arterials within the North Urban Growth Area (NUGA). In an effort to provide a better arterial alignment for the future while avoiding direct impacts to existing wetlands, the project proposes to create a new half-width public arterial road curving through the site in lieu of typical road frontage improvements. The new school will take access off of this new half-street. New ROW will be dedicated to the City incorporating these and future improvements. See the attached Road Frontage Improvements Alternate Design Memo for additional information.

It is anticipated that the new half-street will be a dead-end road, serving only the school in the interim condition until the City or other developer(s) extend the new half-street north along 232nd Avenue and east along NE 9th Street. Adjacent property owners will continue to access their properties via the existing roadway network. The new half-street will be built to its future arterial classification including sidewalks, street trees, and street lights on the school's side. Although the roadway will only have two travel lanes initially, it will contain a center left turn lane and bicycle lanes when it is extended and widened in the future. The name of this new roadway is currently unknown.

Several traffic studies have been performed for this development and are included in this submittal. No off-site improvements were warranted based on City and Clark County requirements.

See the attached Traffic Study and 30% Public Road Design Summary for additional information.

18.07 – Use Authorization

The zoning for the subject site is residential (R-7.5). School sites are allowed under a Conditional Use Permit.

18.09 – Density and Dimensions

The 40-acre site is much greater than all of the minimum lot area and dimension standards. The minimum setbacks are incorporated into the site layout:

Setback	Minimum	Proposed
Front Yard	20'	185' +/- (South)
Side Yard	5'	7' +/- (East)
Side Yard w/ Street	20'	220' +/- (West)
Rear Yard	25'	235' +/- (North)

The maximum building height is proposed at approximately 38' at the gymnasium, which exceeds the maximum allowed height of 35' for the R-7.5 zone. A Minor Variance is proposed to allow this taller portion of the building, since it is within 10% of the standard dimension.

18.11 – Parking

The project proposes to construct parking for 127 stalls (122 standard, 5 ADA stalls). Code requires a minimum of 1 stall per employee and 1 stall per 15 students for elementary schools. The minimum required parking count is 97 stalls. Therefore, the school is providing more than the required minimum. Additionally, there are 16 parking stalls for buses in the lot west of the school.

The school development includes a single access governed by site constraints. A second public access is prohibited at this time by the creek crossing on NE 232nd Avenue (due to a left-turn

requirement on that access point), the horizontal curve on the new public roadway, and wetlands and mitigation plantings east of the proposed access. The proposal includes retaining one of the existing gravel driveways (the north driveway on NE 232nd Avenue) to serve as a maintenance access only for the stormwater pond and lower site areas. This secondary access point may be able to be expanded in the future once NE 232nd Avenue is improved by others. However, to address the concern mentioned in the Pre-Application Notes regarding the one primary access point, traffic circulation can be adequately managed through the proposed design and does not warrant a second access.

The main parking lot includes a dedicated parent pick-up/drop-off lane. The morning drop-off routine is always moving and is not the controlling scenario. The afternoon pick-up controls because parents arrive early and wait for school to release. The proposal provides greater than 600 feet of dedicated queue length within the parking lot. Additionally, there is a dedicated exit aisle at the end of the parent queue to give exit priority to the queue over drivers leaving the parking stalls in order to keep the queue line moving as quickly as possible.

In the interim condition, the public road is a dead end that only serves the school site, so there is no concern regarding the queue line impacting regional or passing traffic. In the long term condition, there is enough on-site infrastructure to support alternate programming to allow the pick-up system to work more efficiently, if needed. First, the parking lot is oversized for event purposes, which allows vehicles that cannot fit inside the queue length to find a parking stall. Second, the queuing lane fronts approximately 180' of sidewalk in front of the school, which would allow multiple students to be loaded at the same time, if needed. Third, the mitigation plantings on the east side of the parking lot is being held 6' off the edge of curb in case additional sidewalk is ever needed.

The bus parking lot to the west of the school is sized for 16 buses. This lot also provides access to the loading area and service yard.

Access to the fire lane that consists of grass pavers and concrete walkways is provided from both parking lots. The fire lane circles all the way around the north side of the building.

For school events, informal parallel parking can take place in the parent pick-up/drop-off as well as in the bus lot in overflow parking stalls (identified with a different paint color). It is anticipated that there is a total of 200 parking stalls for special events at the school.

The school is not anticipating walkers and bike riders for some time until the surrounding areas develop. However, a pedestrian connection is shown from the road right-of-way to the school building. Although no bike lanes are proposed in the interim condition of the public road, bike lanes will be added when the other half of the public road is built.

See the Overall Site Plan in this submittal for additional information.

18.13 – Landscaping

The proposed landscaping is intended to meet or exceed the requirements of CMC 18.13 in general, and in the parking lot areas. An irrigation system will be installed with this project. See the Overall Landscape Plan included in this submittal.

18.15 – Signs

Included with this application is a monument sign at the school entrance, a future reader board on the front (south side) of the school building, and the school name indicated on the building on the south elevation. As with other school sites, there will be other directional-type signs for circulation purposes throughout the parking lots and on-site drive aisles. All signs in the public right-of-way will meet City or MUTCD standards.

18.17 – Supplemental Development Standards

Vision Clearance Area

Vision clearance triangles are not required on private driveways, therefore this section does not apply to this project.

Fences

Black powder-coated chain link fencing will be installed around the northern portion of the site development to create a secure environment for the outside play and schooling areas. There is a fire access road circumventing the north side of the school. Vehicle gates will be installed on both the west and east sides of the building with Knox-Boxes for fire and emergency access.

Retaining Walls

There are only landscape walls associated with the site plan. There are no walls associated with the site that are greater than four feet in height.

18.18 – Site Plan Review

This Type III submittal represents the information intended to show compliance with City Municipal Code for all land-use reviews including Site Plan Review. This proposal meets the approval criteria copied below from CMC 18.18.060 to the best of our knowledge, as described throughout this narrative.

- A. *Compatibility with the city's comprehensive plan;*
- B. *Compliance with all applicable design and development standards contained in this title and other applicable regulations;*
- C. *Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;*
- D. *Adequate provisions are made for other public and private services and utilities, parks and trails (e.g., provide copies of private covenant documents);*
- E. *Adequate provisions are made for maintenance of public utilities; and*
- F. *All relevant statutory codes, regulations, ordinances and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55 Administration and Procedures.*

18.19 – Design Review

School developments require a Design Review process. It is the applicant's intent to hold this process concurrently with other land-use reviews. This submittal is intended to include all

information necessary for the Design Review process, with the exception of a materials board that will be prepared and brought to the Design Review Committee meeting.

18.31 – Sensitive Areas and Open Space

Tree Retention

All existing trees greater than 6” in diameter on the subject site have been surveyed and are represented on our Existing Conditions Plan in this submittal. The site layout was designed to avoid tree removal to the maximum extent practical. The trees that are proposed for removal are due to conflicts with the new public roadway layout, and not for poor tree health reasons. There are no known tree health concerns on the site. The Site Demolition Plan identifies which trees are retained and which trees will need to be removed for development.

Vegetation Removal

All land-disturbing activities can be seen on the grading plans included in this submittal.

Mandatory Preservation

The wetland mitigation areas will be demarcated by split rail fence with signage. Additionally, Wetland A in the southwest corner of the site is proposed to be completely dedicated to City ROW.

18.34 – Airport Overlay Zoning

The site is located in the Airport Overlay – Zone C. There are no known development restrictions, and the District acknowledges the proximity to the Grove Field Airport and the likelihood of overhead noise.

18.43 – Conditional Use Permits

Elementary schools require a Conditional Use Permit in the R-7.5 zone. This submittal is intended to provide all information necessary to show compliance with City codes. This proposal meets the approval criteria copied below from CMC 18.43.050 to the best of our knowledge, as described throughout this narrative.

- A. *The proposed use will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity of the proposed use, or in the district in which the subject property is situated;*
- B. *The proposed use shall meet or exceed the development standards that are required in the zoning district in which the subject property is situated;*
- C. *The proposed use shall be compatible with the surrounding land uses in terms of traffic and pedestrian circulation, density, building, and site design;*
- D. *Appropriate measures have been taken to minimize the possible adverse impacts that the proposed use may have on the area in which it is located;*
- E. *The proposed use is consistent with the goals and policies expressed in the comprehensive plan;*
- F. *Any special conditions and criteria established for the proposed use have been satisfied. In granting a conditional use permit the hearings examiner may stipulate additional requirements to carry out the intent of the Camas Municipal Code and comprehensive plan.*

18.45 – Variances

This submittal includes a Minor Variance for building height. The R-7.5 zone allows building heights up to 35'. The maximum height proposed on this proposal is approximately 38' at the gymnasium. Because the modified height is within 10% of the standard, a minor variance is needed. Schools are not the typical development within the residential zoning, and thus would not necessarily fit the mold for a typical residential structure criteria. This proposal meets the approval criteria from CMC 18.45.030 as copied below.

- A. *Unusual circumstances or conditions apply to the property and/or the intended use that do not apply generally to other property in the same vicinity or district;*
- B. *The variance requested is the minimum necessary to relieve the unusual circumstances or conditions identified in subsection (A) of this section;*
- C. *The granting of such variance will not be materially detrimental to the public welfare or injurious to property in the vicinity or district in which property is located;*
- D. *The proposed variance does not exceed ten percent of the requested dimensional standard in which the variance is requested.*
- E. *The unusual circumstances and conditions associated with the variance are not a result of the actions of the applicant or property owner.*

18.55 – Administration and procedures

A Conditional Use Permit requires a Type III process. This application represents a combined land-use review for Site Plan Review, Conditional Use Permit, Design Review, and Minor Variance.

Trail Incorporation

The Pre-Application Notes for this project indicated the City's desire to incorporate regional trail system components at or near the site. Subsequent discussions with City staff have indicated that a trail is not feasible on this site due to site restraints (steep slopes, wetlands, etc.). The sidewalk on the north side of the proposed half-street can provide pedestrian connection between existing parklands and future improvements. In addition, there may be potential for a future trailhead or small park near the proposed maintenance access located near the home sites off NE 232nd Avenue. This portion of land is generally level and free of environmental constraints. The District desires to retain room for a potential future second access road to the school site, but is not proposing this access with this submittal.

Conclusion

This summary of the proposal, responses to applicable code, and included attachments demonstrate compliance with the applicable approval criteria and municipal code. The applicant respectfully requests that the City of Camas approve this application. Building Permit and Engineering Review applications will be submitted subsequent to this land-use process.

END OF NARRATIVE