



STAFF REPORT

CAMAS SCHOOL DISTRICT PROJECT BASED LEARNING HIGH SCHOOL

FILE NO. SPRV17-01 (ASSOCIATED FILES, SEPA17-03, DR17-01)

TO: Hearings Examiner **HEARING DATE:** April 20th, 2017

BY: Robert Maul **REPORT DATE:** April 13th, 2017

PROPOSAL: To request site plan approval to build a new 89,000 square foot high school for the district's new Project Based Learning program for high school students.

LOCATION: The site is located at 5780 NW Pacific Rim Boulevard, Camas, 98607, Tax id numbers 125661-000 and 986033).

APPLICANT: Camas School District
841 NE 22nd Ave
Camas, WA 98607
Contact: Chuck Stiller
(360) 335-3000 ext. 772123

PUBLIC NOTICE: Notice of application and public hearing was mailed to property owners within 300 feet of the site in addition to all Camas neighborhoods and property owners who abut the site on April 6th, 2017, and published in the Post Record on April 6th, 2017, legal publication #580238.

APPLICABLE LAW: The application was submitted on January 10th, 2017, and the applicable codes are those vested and in effect through Ordinance # 16-031 (12/05/16). Camas Municipal Code Chapters (CMC): Title 16 Environment, Title 17 Land Development; and Title 18 Zoning; Specifically (not limited to): Chapter 17.19 Design & Improvement Standards; Chapter 18.07 Use Authorization, Chapter 18.13 Landscaping; Chapter 18.43 Conditional Use Permits; and Chapter 18.55 Administrative Provisions. **[Note:** Citations from Camas Municipal Code (CMC) are indicated with *italicized type*.]

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I. SUMMARY

The Camas School District is proposing to build a new two story, 89,000 square foot high school for the new Project Based Learning Camas on 40 acres recently purchased from Sharp Laboratories of America. This facility will be located behind the new Project Based Learning middle school currently operating at the campus site.

The project area is located on an area of the property that has largely been previously graded and landscaped back when Sharp built the building that is now the Middle School. There is a general slope going north, which will afford some design opportunities for the facility both for view and functionality of the facility. The applicant is proposing to provide ample parking on site, well in excess of the required minimum 150 spaces for a total of 318 spaces. Additionally, there is a reserved area to accommodate future parking if needed.

The underlying zoning designation for the site is Business Park (BP), which lists schools as a permitted use outright per CMC 18.07.030 - Table 1. As such, this application is subject to the regulations of the Camas Municipal Code for a Type II Site Plan Review (administrative review and approval), Type II Major Design review, and SEPA review. At the School District's request, and with City support, a decision was made to have this application go before the Hearing Examiner for a formal public hearing and decision, as per CMC 18.55.020. Public noticing was done beyond the required 300' radius requirement listed in CMC 18.55.150 to include all abutting neighborhoods located in Camas and Winchester Hills, which is in unincorporated Clark County (See exhibit 13)

II. SITE PLAN REVIEW

18.18.060 - CRITERIA FOR APPROVAL FOR SITE PLAN REVIEW

The city shall consider approval of the site plans with specific attention to the following:

A. Compatibility with the city's comprehensive plan;

Findings: The city's comprehensive plan, Camas 2035, adopted the school district comprehensive plans along with specific land use goals that include schools. Policy LU-1.6, "*Ensure adequate public facilities (including roads, emergency services, utilities, and schools) exist to serve new development, and mitigate potential impacts to current residents.*" The proposal is consistent with this goal, given that the project will extend utilities, construct public roadways, and provide educational services for new development to the north of the city. Policy LU-1.3 requires that new developments be compatible with the surrounding built and natural environments. The project has generous setbacks from the property lines given the existing development patterns that surround it and takes advantage of the sloping topography to maximize the footprint of the building and associated parking. The design of the development includes native landscape plantings to blend in with the natural areas that abut the site to the north including the existing facilities to the east.

B. Compliance with all applicable design and development standards contained in this title and other applicable regulations;

Findings: As mentioned previously the site is located in the Business Park zoning district, which allows High Schools as an allowed use outright as per CMC 18.07.030 Table 1. The dimensional standards for the BP district are contained in CMC 18.09.030 Table 1 - Density and dimensions for commercial and industrial zones. As proposed, this application can meet those minimum standards in great excess. The 40 acre site is above the minimum half acre requirement and all setbacks can be met as proposed. As noted in the background section the applicant requested that the land use action be considered under a public hearing by using CMC 18.55.020, which the city supported.

Parking standards are contained in CMC 18.11.130. Senior High Schools are required to provide a minimum of one space per employee, teacher, staff and 1 space per 10 students. The minimum amount based on the numbers provided by the school district is actually 150. The district is proposing to provide 318 total stalls including 8 fully ADA accessible parking spaces, which meets this requirement.

Other applicable Title 18 sections of Site Plan Review 18.18 and Design Review 18.19 are addressed herein this report. Landscaping as proposed meets the minimum requirements by providing adequate native landscape materials as well as appropriate design standards as reviewed by the Design Review Committee. Landscaping shall be installed prior to final building occupancy and maintained in accordance with the provisions of this section.

The applicant provided a Wetland Assessment Report, a Geotechnical Report and an Archaeological Predetermination report for the site. There are no wetlands, or other critical areas on site, nor were there any findings of any artifacts or other historic elements on site. As such, the application can meet the critical areas ordinance as proposed.

A SEPA determination of a DNS was issued on February 16th, 2017 with the comment period ending on March 2nd, 2017 (exhibit 18). Most of the public comments received were derived from this SEPA notice that was mailed to property owners within the required 300' radius. All of the public comments received were focused largely on traffic impacts to the area and are included in the exhibit list. There are also agency comment letter included in the exhibits as well.

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;

Findings:

Roads

NW 18th Avenue and SE Payne Road are existing streets that abut the southerly boundary of the applicant's property. Both streets have 60 feet of existing right-of-way (ROW) and are designated as existing two or three lane Collector Streets per the Transportation Element of the 2035 Comprehensive Plan. The southerly side of these streets contain multi-modal improvements such as separated asphalt paths, sidewalks and a shared use path for pedestrian and/or bicycle use; however, there are no street lights located along either side of NW 18th Avenue. The northerly side of these abutting streets are more rural in nature and lack sidewalks, curbs, bike lanes, left turn pockets at intersections and, stormwater control.

Although the applicant's property abuts portions of the northerly right-of-way (ROW) line of NW 18th Avenue and SE Payne Road, the applicant is not proposing to access the site from the public street frontage adjacent to the site. Site access is proposed to be through the use of the existing Sharp Drive, which is a private drive that currently serves the Sharp site from NW Pacific Rim Boulevard, and a new access point described further below.

Staff finds that some of the right of way adjacent to the applicant's property on SE Payne Road is currently in Clark County jurisdiction. Camas staff is working toward some form of agreement with Clark County or an annexation of the right of way to absolve the applicant's responsibility in complying with the Clark County road standards in the current Clark County right of way. Staff finds that a condition is warranted to ensure that, prior to approval of construction plans for the required improvements in the current Clark County right of way, the applicant waits for the verification of Clark County's consent to assigning the City of Camas with jurisdictional authority over the road standards; or until such time as said right of way is annexed by the City of Camas. Otherwise, the applicant will be required to follow the road standards codified and administered by Clark County.

Staff finds the applicant shall complete public improvements to meet the requirements of the Design Standards Manual and Title 17 of the Camas Municipal Code. As a result of having extensive existing infrastructure on site that was previously constructed by Sharp Microelectronics (prior owner of the applicant's property), the applicant is proposing deviations to the typical right-of-way dedication and frontage improvements. The applicant is proposing the following improvements to mitigate for the site impacts to NW 18th Avenue and SE Payne Road:

- Installation of street lighting on one side of NW 18th Avenue and SE Payne Road along the length of the applicant's property compliant with the City design standards.
- Installation of two pedestrian crossings on NW 18th Avenue; one at NW Deerfern Street and a second mid-block crossing on NW 18th Avenue near the westerly boundary of the site frontage.
- Construction of an 8-foot wide (4 feet expansion) multi-use pathway on the northerly side of Sharp Drive with connections to the pedestrian crossings on NW 18th Avenue and the boundary of the northwest limits of the applicants property with SE Payne Road. This sidewalk will provide pedestrian connection through the site in place of a sidewalk along the frontage of the property.
- Construction of a new east leg of the SE Lacey Way intersection with SE Payne Road to provide access to Sharp Drive and the applicant's proposed building. Construction will include left turn pockets and a

northbound right-turn deceleration lane. Additionally, with these intersection improvements, the Sharp drive access point on NW Pacific Rim Boulevard will be removed. Staff notes these improvements are proposed to be completed by Sharp as part of a three-way interlocal agreement dated June 29, 2016 between Sharp, the Camas School District (applicant) and the City of Camas.

- Construction of a west bound left turn pocket on NW 18th Avenue at NW Deerfern Street.

Staff concurs with the applicant's assertions and finds that the improvements as proposed are equivalent to those improvements identified in the Design Standards Manual and will provide enhanced corridor safety improvements such as dedicated left turn pockets, corridor lighting and adequate pedestrian crossings and circulation. As such, Staff finds that a condition shall be placed on the applicant to complete the improvements identified above.

Staff would note that under a separate Site Plan Review application that is currently under review by the City, Sharp Microelectronics is also proposing to construct corridor improvements to NW 18th Avenue that will benefit the applicant's project. Sharp will construct a new site access location in the southeast corner of their site, located east of the applicant's project, which would provide a direct access to the southeasterly parking areas of the site from NW 18th Avenue that will serve the one remaining Sharp building. This improvement will leave the proposed new access at SE Lacey Way for the sole purpose of accessing the applicant's school building. Once the improvements are completed, Sharp employees will use their new access location, which will provide for the separation of school related traffic and Sharp employee traffic on site. In addition to the new access, Sharp will also widen NW 18th Avenue to include a center left-turn lane from the new driveway access to the west of NW Whitman Street.

A Traffic Analysis Report (TAR) for the proposed project was completed by Charbonneau Engineering dated March 2017 and submitted in support of the application materials. The TAR found that the intersection at SE Payne Road and NW Pacific Rim Boulevard will operate at Level of Service F in the design year. Additionally, the TAR found that the intersection at NW 16th Avenue and NW Brady Road will operate at a Level of Service F in the design year. The TAR recommends that signals be installed at these two intersections to bring them up to minimum levels of service. As such, Staff finds that in addition to the corridor and access improvements identified above, the applicant shall be conditioned to install traffic signals at the intersection of SE Payne Road and NW Pacific Rim Boulevard as well as at the intersection of NW 16th Avenue and NW Brady Road.

Staff finds that the existing area roadways have available capacity for the proposed use based on the findings and results of the TAR submitted with the application materials prepared by Charbonneau Engineering. Additionally, Staff finds that the proposed improvements as a whole will adequately mitigate for the site's traffic impact.

Sanitary Sewage Disposal

This particular area of Camas is served by a Septic Tank Effluent Pump (STEP) sewer system. This system is not designed to convey sewer solids and requires sewage flows to gravity flow from the proposed building into appropriately sized community solids holding tank(s). The solids will remain in the large community STEP tank and the effluent will be pumped south to the existing 2 inch diameter STEP main line located in NW 18th Avenue.

Staff finds that the applicant shall be conditioned to evaluate and verify that there will be adequate capacity for the anticipated flows that will be directed into this small diameter STEP main. Should it be determined that there is not adequate existing capacity remaining in this existing 2 inch diameter main the applicant shall be required to upsize the line appropriately or direct sewer flows to the north to the existing STEP main located in NW Pacific Rim Boulevard, provided there is adequate existing capacity as determined through a capacity analysis of this alternate northerly system.

Storm Drainage

The applicant has submitted a preliminary stormwater Technical Information Report (TIR) in accordance with the provisions of the 2014 Stormwater Management Manual for Western Washington (SMMWW) and the Camas Stormwater Design Standards Manual (CSDSM).

Currently the site contains one existing stormwater detention facility and approximately 1.84 acres of impervious surfaces. The applicant is proposing two new additional stormwater detention facilities plus modification of the existing detention facility in order to control the stormwater runoff from the proposed site improvements that will total 11.78 acres of site impervious surfaces at project completion.

The applicant is proposing to provide onsite stormwater detention and treatment using large wet ponds and bio-retention treatment cells for basic treatment and phosphorus removal in accordance with the provisions and requirements of the 2014 SMMWW and Section 5.04 of the CSDSM. The ongoing maintenance and operation of the proposed on-site stormwater detention facilities and bio-retention areas will be the responsibility of the applicant. A condition of approval to this effect is warranted.

Staff finds that the applicant can or will make adequate provisions for stormwater control, treatment and disposal consistent with City requirements.

Water

The applicant is proposing to extend an appropriately sized water line to the north right of way line of NW 18th Avenue where the applicant will install appropriate isolation valving and metering by installing a double detector check valve and meter for billing purposes. The applicant will extend a private domestic water line to serve the new school and will extend a private dedicated fire line and connect with the existing on-site fire system that currently serves the site. The domestic and fire lines beyond the meter will be privately owned and maintained by the applicant.

The onsite private fire hydrants shall be painted red in accordance with requirements of the Camas Fire Department. A condition of approval to this effect is warranted. Additionally, a separate permit from the Fire Marshal's Office will be required for the installation of the dedicated fire line. A condition of approval to this effect is warranted.

D. Adequate provisions are made for other public and private services and utilities, parks and trails (e.g., provide copies of private covenant documents);

Findings: There is access to existing franchise utilities such as natural gas, telephone, cable and power utilities in the immediate area that will serve the site.

There are no required parks or trails identified in the 2014 Parks, Recreation and Open Space Plan on or over the subject property.

The applicant is proposing to install pedestrian crossings at two locations to provide pedestrian access across NW 18th Avenue to the site. The applicant will also install onsite pedestrian access routes via sidewalks and trails to provide access to and through the site.

Staff finds that the applicant can or will make adequate provisions for public and private facilities.

E. Adequate provisions are made for maintenance of public utilities; and

Findings: The city will maintain public improvements such as traffic signals, public street improvements including street lighting if located within the public right of way.

The applicant will be responsible for the maintenance of the onsite water and fire lines beyond the double detector check valve vault, the onsite stormwater conveyance systems, including the onsite stormwater detention facilities and bio-retention cells in the parking and drive areas on site. The applicant will also be responsible for the maintenance of the access road to the new school and the drive aisles, lanes and parking areas on site.

Staff concurs that the adequate provisions will or can be made for maintenance of public utilities.

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.

Findings: The proposed development has associated permits and approvals. As noted in this report, the project has been reviewed by the city's Design Review Committee and a SEPA decision was issued. As discussed in this Staff Report, the review and processing of the Site Plan Review and Critical Areas are consistent with the procedures of Chapter 18.55.

III. DESIGN REVIEW COMMITTEE RECOMMENDATION

The city held a Design Review Committee public meeting on February 28, 2017. The Design Review Committee reviewed the proposal for compliance with the City's adopted design principles and provided a recommendation to staff of approval as proposed.

Recommended Action:

It was moved by Committee to forward a recommendation of approval to the Director that the design review application for the Project Based Learning High School (DR17-01) was generally consistent with the principles of Design Review. The motion carried unanimously. The recommended conditions are included with this report.

IV. CONCLUSIONS OF LAW

Based on the above findings and discussion provided in this report, staff concludes that the Site Plan application for the Project Based Learning High School (File #SPRV17-01) should be approved, because it does or can comply with the applicable standards.

- The application materials are in conformance with CMC Chapter 18.55, Article III Application Requirements.
- As proposed, the development can satisfy the design standards of 17.19.030 Infrastructure Standards.
- As submitted, the development can comply with the requirements of CMC Chapter 18.18 Site Plan Review.

V. RECOMMENDATIONS

Staff recommends APPROVAL of the Project Based Learning High School (Site Plan File #SPRV17-01) with conditions. The recommendation is based on the application meeting the minimum requirements of Camas Municipal Codes, and conditioned as follows:

PROPOSED CONDITIONS

The following conditions are in addition to any conditions required from other permits or approvals issued to this project. Unless otherwise waived or modified in this decision, the development must comply with the minimum requirements of the Camas Municipal Code.

GENERAL CONDITIONS:

- 1) Stormwater treatment, including phosphorous removal, and detention facilities shall be designed in accordance with the 2014 Stormwater Management Manual for Western Washington and the Camas Stormwater Design Standards Manual. Final stormwater calculations shall be submitted at the time of final construction plan submittal.
- 2) All construction plans will be prepared in accordance with City Design Standards Manual and City Standards. The plans will be prepared by a licensed civil engineer in Washington State and submitted to the City for review and approval.
- 3) Underground (natural gas, CATV, power, street light and telephone) utility plans shall be submitted to the City for review and approval prior to approval of the construction plans.
- 4) The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision. The applicant is

responsible for installation of all required signage and striping in accordance with requirements of the 2009 Manual on Uniform Traffic Control Devices (MUTCD).

- 5) A 3% construction plan review and inspection fee shall be required for this development. The fee will be based on an engineer's estimate or construction bid. The specific estimate will be submitted to the City for review and approval. The fee will be paid prior to the construction plans being signed and released to the applicant. Under no circumstances will the applicant be allowed to begin construction prior to approval of the construction plans.
- 6) Any entrance structures or signs proposed or required for this project will be reviewed and approved by the City. All designs will be in accordance with applicable City codes. The maintenance of the entrance structure will be the responsibility of the applicant.

ENGINEERING CONDITIONS:

- 7) The applicant shall not construct improvements in the current Clark County right of way until such time as the City and County agree that jurisdictional authority for road standards is transferred to the City of Camas; otherwise, the applicant will be required to acquire the necessary permits from Clark County and adhere to Clark County's road standards for improvements within Clark County's right of way.
- 8) Prior to occupancy, the applicant shall construct: street lighting on one side of NW 18th Avenue and SE Payne Road; two pedestrian crossings on NW 18th Avenue; an 8-foot total width multi-use pathway along Sharp Drive; a new intersection with left-turn pockets and a northbound right-turn deceleration lane at SE Lacey Way and SE Payne Road; closure of the existing Sharp Drive at NW Pacific Rim Boulevard; and a west-bound left-turn pocket on NW 18th Avenue at NW Deerfern Street.
- 9) Prior to occupancy, the applicant shall install traffic signals at the intersection of SE Payne Road and NW Pacific Rim Boulevard as well as at the intersection of NW 16th Avenue and NW Brady Road.
- 10) The applicant shall verify there is sufficient capacity remaining in the existing 2 inch diameter STEP main located in NW 18th Avenue for the anticipated flows from the school improvements. Should it be determined that there is not sufficient capacity for the anticipated flows the applicant shall be required to either upsize the existing 2 inch diameter STEP main, or direct the STEP sewer flows to the north and into the existing 6 inch diameter STEP main located in NW Pacific Rim Boulevard, providing a capacity analysis determines that there is adequate capacity in this system for the anticipated flows.
- 11) The applicant shall be responsible for the ongoing maintenance and operation of the proposed on-site stormwater detention facilities and the associated bioretention water quality treatment areas.
- 12) All on site fire hydrants shall be painted red to indicate their private ownership. The CSD shall be responsible for the operation and maintenance of the onsite private fire hydrants.
- 13) A separate permit through the Fire Marshal's Office will be required for the installation of the dedicated fire line.

PLANNING:

- 14) The applicant shall install landscaping and irrigation prior to building occupancy permit issuance.
- 15) Site irrigation shall ensure vegetation and tree survival for the first three years after installation. Mitigation areas shall be irrigated for five years after installation.
- 16) The applicant shall comply with all required Fire Marshall Requirements for onsite fire protection and access measures.