

NARRATIVE

General Description

The applicant, Union Storage, LLC, requests preliminary site plan and conditional use permit approval for construction of a mini-storage building totaling 60,100 gross square feet (SF) of storage space, RV storage, and an office/caretaker's residence on approximately 3.62 acres in the Community Commercial (CC) zone. The building will vary between two to three stories as noted on the plans. Construction of the project would take place upon approval and procurement of all applicable reviews and permits.

The office hours of operation will be approximately 9am to 6pm daily. However, customers will be allowed to access their individual storage units from 6am to 11pm daily. Frequency of truck deliveries will be on an as-needed basis.

A conditional use permit was previously approved on this site for a similar mini-storage building. However, the project was delayed due to the economy and the approvals expired.

In the preliminary plans, the office/caretaker's residence is approximately 800 SF and the self storage/RV storage space is approximately 59,300 SF. These numbers are preliminary and subject to the final building permit submittal. Please refer to the plans included in this application for more information on the proposed building layout and improvements.

Existing Conditions

The site is located at 6250 NW Friberg-Strunk Street, Camas, Washington, 98607 and is accessed from NW Friberg-Strunk Street. The property is further described as tax parcel 176190-000, located in the SE ¼ of Section 29, Township 2 North, Range 3 East of the Willamette Meridian, Clark County.

The site is vacant and approximately 3.62 acres in size according to a survey by Olson Engineering, Inc. Adjacent zoning and surrounding uses includes vacant land zoned Light Industrial/Business Park (LI/BP) to the north, vacant land zoned Business Park (BP) to the east, a utility substation on land zoned Community Commercial (CC) to the south, and a school (Union High School) on land zoned General Commercial (CG) to the west on the other side of NW Friberg-Strunk Street. Refer to the Aerial Photograph or Zoning Map included in the Developer's GIS Packet in this application for more information.

According to Clark County GIS data, the soils on-site consist of: Dollar loam, 0-5 percent slopes (DoB) 43.1% of the site, and Cove silty loam, 0-3 percent slopes (CwA) 56.9% of the site. Existing vegetation includes grasses and shrubs. An onsite wetland has been identified on the site and is labeled Wetland "A" on the Existing Conditions Plan. Wetland "A" is a Category IV Wetland and subject to a 50 foot buffer based on a high intensity land use per Camas Municipal Code (CMC)

16.53.040. Please refer to the Wetland Delineation Report prepared by Cascadia Ecological Services, Inc. dated June 14, 2016, which has been submitted with this application for more information on the existing vegetative cover and the onsite wetlands and buffers.

This application proposes filling approximately 0.49 acres of the wetland in order to develop the site and have reasonable economic use of the property. Proposed wetland and buffer impacts have been addressed in a mitigation plan consistent with Camas Code. Please refer to the Critical Areas Report prepared by Cascadia Ecological Services, Inc., dated February 16, 2017 for more information.

Permit Approvals Requested

The Applicant is requesting approval of the following as described on the City's Application Checklist and Fees:

- Archeological Pre-determination Review
- Conditional Use Permit
- Critical Areas Permit
- State Environmental Policy Act (SEPA) Review
- Site Plan Review and Inspection

The Applicant will apply for Design Review approval after the project has received preliminary approvals.

Pre-Application Conference Summary

City Staff have provided Pre-Application Conference Notes to summarize comments provided in the pre-application conference held on September 1, 2016. A copy of the Pre-application Conference Notes is included with this application for reference. The Applicant's application addresses the City's applicable code criteria and the Pre-Application Conference Notes. In this section of the narrative, as required by CMC 18.55.110(D), the Applicant responds to specific comments listed in the pre-application comments:

Planning Comments:

- This submittal includes the application items listed in the Pre-Application Conference Notes including a city application form and required fees, list of permit approvals sought by the Applicant, mailing list and mailing labels, narrative, necessary drawings, Pre-Application Conference notes, and a State Environmental Policy Act (SEPA) checklist.
- A landscape plan that meets the requirements of CMC 18.13 is included with this application. Existing trees installed with the NW Friberg-Strunk improvements are shown on the Existing Conditions Plan.

- Five demarcated parking stalls including 1 ADA stall are proposed in the current plans. Additional parking areas for loading and unloading in to the individual storage units are also provided.
- An archaeological predetermination survey was completed by Archaeological Services, LLC dated January 27, 2017 and no cultural materials were observed during any part of this survey and no further archaeological work is recommended at this time. A copy of the report was emailed to the tribes at the direction of City of Camas Staff and copies of the emails are included with this application.

Engineering Comments:

- Preliminary engineering plans are included with this application that were prepared by a licensed Washington State engineer in accordance with City of Camas standards and the 2014 Stormwater Management Manual for Western Washington. Construction plans will also be prepared for the project by a licensed Washington State engineer and the required City fees will be paid for the release of the approved construction drawings.
- Stormwater facilities are located and landscaped per CMC 17.19.
- The Applicant is aware that a monthly stormwater utility fee and/or a monthly fire utility fee will be assessed as required by code. The Applicant is aware that the maintenance of the stormwater facilities will be the responsibility of the owner in accordance with city standards.
- The Applicant will apply for a NPDES permit for the project and provide an erosion control bond as required.
- Wetlands are proposed to be filled with this application and a wetland mitigation plan is included within the Critical Areas Report prepared by Cascadia Ecological Services, Inc., dated February 16, 2017.
- The Applicant will coordinate with dry utility providers during the preparation of the construction plans.
- Parking and landscaping is provided per CMC 18.11 and 18.13.
- H. Lee and Associates, PLLC prepared a traffic study dated March 3, 2017 for the project addressing trip generation and turning movements from the proposed site accesses. The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service and safety at the site access points if appropriate mitigation measures are implemented. The mitigation is described in more detail in the following narrative.

- Right-of-way dedication for Street “B” is proposed as shown on the plans. Half street improvements are proposed as shown on the plans. The project wetland biologist, Jim Barnes from Cascadia Ecological Services, Inc., visited the site and immediate off-site area. As noted on the Preliminary Site Plan, the northerly line of the wetland runs along the northern portion of the site. The proposed road alignment for Street “B” allows for future extension of the road without impacting wetlands in the immediate area as shown on the Preliminary Site Plan.
- There are no known existing wells, septic tanks and septic drain fields on the property but if any are encountered during construction they will be properly decommissioned per State and County guidelines.
- Water and sanitary sewer mains exist in NW Friberg-Strunk Road and a sanitary lateral and water service will be extended to serve the proposed office.

Building Comments:

- A code analysis and plans prepared by a licensed Washington State Architect, structural drawings and calculations prepared by a licensed Washington State Professional Engineer, commercial energy forms prepared by a licensed professional, and applicable fees will be submitted as required at the time of building permit application in accordance with city and State laws.
- The project will meet applicable ADA requirements including ADA parking stalls and an elevator for accessibility as shown on the plans.
- Fire suppression systems and fire alarm systems shall be in accordance with applicable codes.
- Five demarcated parking stalls including 1 ADA stall are proposed in the current plans. Additional parking areas for loading and unloading in to the individual storage units are also provided. Parking is addressed in more detail in the following narrative.

Fire Comments:

- The Applicant will apply for fire main underground, sprinkler system, alarm system and standpipe permits as applicable.
- Additional fire hydrants will be provided as required by the Camas Fire Marshal.

Project Compliance with City of Camas Municipal Code

This project complies with the following ordinances:

Environment – Title 16

SEPA - CMC 16.01 - 16.21

The project meets the thresholds for requiring a SEPA review. The State Environmental Policy Act (SEPA) requires the lead agency (City of Camas) to evaluate the probable significant adverse environmental impacts of a proposed action and to make a Threshold Determination regarding whether additional analysis or information is necessary or whether specific measures should be imposed to mitigate the projects' adverse environmental impacts to moderate levels or below.

SEPA also requires project applicants to submit a SEPA Checklist describing the project and its potential impact on both the natural and built environment. The Applicant has submitted a thorough response to all questions asked in the checklist and has identified various environmental analyses that the City may use in making its Threshold Decision.

The applicant is not aware of any potential significant adverse environmental impacts that would necessitate the lead agency to impose any substantive SEPA mitigation measures in excess of those already provided for by in Camas Code. A Determination of Non-Significance (DNS) is anticipated for this project. A letter was submitted along with this application requesting early notice if the City of Camas believes a Determination of Significance is likely.

Archaeological Resource Preservation - CMC 16.31 and 16.33

An archaeological predetermination survey was completed by Archaeological Services, LLC and no cultural materials were observed during any part of this survey and no further archaeological work is recommended at this time. If any cultural artifacts are discovered during construction on the site, work in the immediate area will stop and appropriate federal, state, county and tribal agencies will be contacted.

Public View, Open Space Protection and Historic Sites and Structures – CMC 16.33

The proposed development will not interfere with any views of the Columbia or Washougal Rivers or Mt. Hood from adjacent properties. Additionally, the eastern portion of the site will be left undeveloped in natural open space.

The proposed development will not pose any adverse traffic impacts that would undermine the stability, safety and/or character of downtown, a neighborhood, or surrounding areas. The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service and safety at the site access points if appropriate mitigation measures are implemented.

Stormwater treatment, detention and release will meet the City of Camas Stormwater Ordinance, thereby protecting ground and surface waters.

Historic Preservation - CMC 16.35

Per GIS data, there are no known historic sites within the development site for this project. Therefore, this chapter does not apply.

Critical Areas General Provisions - CMC 16.51

All general provisions related to Critical Areas have been addressed in this application.

Wetlands - CMC 16.53

A Category IV Wetland subject to a 50 foot buffer based on a high intensity land use per Camas Municipal Code (CMC) 16.53.040 has been identified on the site. Please refer to the Wetland Delineation Report prepared by Cascadia Ecological Services, Inc. dated June 14, 2016, which has been submitted with this application for more information on the onsite wetlands and buffers.

Reasonable efforts have been made during the design phase to avoid, reduce, and mitigate impacts to the critical areas. The site plan and the building itself have been designed to minimize, to the extent reasonable, possible impacts to critical areas. In order to avoid or reduce wetland impacts on this site, alternate site plan designs were implemented for this property. A typical site plan for a mini-storage building on a similar unencumbered site would be a series of one-story buildings connected by internal drive aisles. In order to reduce wetland impacts on this site, the applicant is proposing a multi-story storage building. By increasing the height of the building vertically, the footprint was reduced horizontally to reduce wetland impacts.

The site plan was also configured to concentrate development on the western portion of the site with the majority of the eastern portion of the site to remain as open space/wetland area. This limits the proposed direct impacts to onsite wetland areas to less than half an acre as shown on the project plans.

A 30 foot half street right-of-way dedication for Street "B" is proposed along the northerly portion of the site as shown on the plans. Half street road improvements are proposed as shown on the plans. Due to the location of the onsite and off-site wetlands, the road is designed to curve to the northeast and the street improvements with this project are proposed to terminate before the northerly line of the wetlands as shown on the plans. This road alignment will avoid impacting wetlands in the immediate area.

In addition to the steps that were taken to avoid and minimize impacts, mitigation in the form of onsite wetland enhancement and the purchase of mitigation bank credits consistent with the City's wetland ordinance is proposed for the unavoidable wetland impacts associated with this project. Proposed wetland and buffer impacts have been addressed in a mitigation plan consistent with Camas Code. The mitigation plan also describes efforts made to avoid, minimize and mitigate impacts to these critical areas. Please refer to the Critical Areas Report prepared by Cascadia Ecological Services, Inc., dated February 16,

2017 based upon best available science for more information about the project's unavoidable impacts, sequencing and compensatory mitigation.

It is also noted that the site had prior conditional use permit and wetland permit approvals including a Corps of Engineers' Nationwide Permit for wetland fill to construct a mini-storage building. However, the project was delayed due to the economy and the approvals expired. A copy of the prior Nationwide Permit is included in the Critical Areas Report.

Critical Aquifer Recharge Area - CMC 16.55

According to the City of Camas' CARA Map, the site is not located within a Wellhead Protection Area. Therefore, this chapter does not apply.

Frequently Flooded Areas - CMC 16.57

According to Clark County GIS, the site is not located within a Floodplain or Floodway area. Therefore, this chapter does not apply.

Geologically Hazardous Areas - CMC 16.59

According to Clark County GIS data, there are no mapping indicators that indicate any geologic hazard areas on the site. Therefore, this chapter does not apply.

Fish and Wildlife Habitat Conservation Areas – 16.61

According to Clark County GIS data, there are no mapping indicators that indicate any fish or wildlife habitat conservation areas on site. Therefore, this chapter does not apply.

Land Development – Title 17

A land division and/or boundary line adjustment is not proposed. Therefore, this title does not apply except to the extent that the right-of-way for Street "B" is proposed to be dedicated by the Applicant to the City as shown on the Preliminary Site Plan.

Zoning – Title 18

Use Authorization - CMC 18.07

The site is zoned Community Commercial (CC) and the proposed mini-storage/vehicular storage use is listed as a conditional use in the CC zone per CMC 18.07.030 Table 1.

Density and Dimensions - CMC 18.09

A land division is not proposed. Therefore, the requirements for lot area, width and depth do not apply. The parcel was previously established via a binding site plan. There are no requirements for setbacks, lot coverage and/or building height in this zone. Therefore, the

proposed Union Self Storage site and layout complies with the density and dimensional requirements of this Table.

Parking - CMC 18.11

According to Table 18.11-1, of CMC 18.11.130, the proposed 800 square feet of office/caretaker's residence would require 4 parking spaces (1 space per employee and 1 space per 400 square feet of gross floor area). Union Self-Storage proposes 5 parking spaces for the project, including 1 ADA space in accordance with the Uniform Building Code and CMC 18.11.110, thus exceeding the parking requirement for the proposed office space.

Parking requirements are not listed in the code for the proposed mini-storage or self-storage use. A mini-storage building could be construed as an industrial storage warehouse, prompting the requirement for providing one parking stall per 1,000 SF of building area per Table 18.11-1 of CMC 18.11.130. Based on 59,300 SF of mini-storage space, 60 parking stalls could be required. However, mini-storage facilities are not facilities where visitors park for long periods of time in designated parking areas or facilities with a large number of employees. Visitors typically park outside of a storage unit for a short-duration loading/unloading items into and out of each individual storage unit. Therefore, this standard is not appropriate for this use. In fact, the parking provided is typical of mini-storage uses. Based on this, a large number of parking stalls would be unnecessary and would remain largely unused, and would also create additional impervious surface, which would lead to increased stormwater runoff and additional environmental and critical areas impacts. Additionally, the traffic generated from the proposed mini-storage facility is minimal compared to the surrounding uses and zoning. Therefore, required parking for industrial storage warehouses as listed in Table 18.11-1 of CMC 18.11.130 does not apply to this facility and the Applicant requests the planning director vary the applicable standard to that shown on the Preliminary Site Plan.

Landscaping – CMC 18.13

The Community Commercial zone requires a minimum of 10% of the site to be landscaped. This project far exceeds this requirement as shown on the proposed landscape plan. A 28' landscape strip is provided along the frontage of NW Friberg-Strunk Street and the open space area is proposed to be enhanced with native plantings as shown in the Critical Areas Report by Cascadia Ecological Services. The combination of the site landscaping and the open space area is approximately 67% of the site.

Signs – CMC 18.15

The Applicant is not proposing any signs with this application. Application for sign review will be made at a later date.

Supplemental Development Standards – CMC 18.17

This particular code section introduces standards intended to address certain unique situations that may cross district boundaries, and to implement related policies of the Camas Comprehensive Plan. The proposed site design provides for preliminary adequate vision clearance areas, per Camas standards, as outlined in CMC 18.17.030. The civil engineer, traffic engineer, and landscape architect on the project will continue to address vision clearance throughout final design. Retaining walls are proposed with this project as part of the efforts to minimize impacts to critical areas on the site. Security gates typical of self-storage facilities are proposed as shown on the plans. All walls or fences will comply with the standards of CMC 18.17.060.

Site Plan Review – CMC 18.18

This application meets the submittal requirements for a complete Site Plan Review application. The application for the proposed development meets the criteria for approval as described below:

A. Compatibility with the city's comprehensive plan;

The Applicant has noted many of the strategies, goals and policies of the Comprehensive Plan that are furthered by the proposed Union Self-Storage project in this narrative.

The proposed project is compatible with the current goals and policies of the comprehensive plan by proposing new development within existing urban growth boundaries, developing employment land with existing infrastructure and services available and creating jobs. The project also ensures that the proposed development is compatible with adjacent neighborhoods by complying with development and landscaping regulations and the design review process. The site layout preserves and enhances critical areas on the site.

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

All applicable design and development standards and other applicable regulations will be met as described in this narrative, on the plans and elsewhere in the application package.

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;

Street improvements along the site's NW Friberg-Strunk frontage were recently completed by the City of Camas. These improvements were completed in anticipation of future development and consist of a 46 foot full-width paved roadway with a 6 foot meandering detached sidewalk within a 74 foot full-width right-of-way.

A 30 foot half street right-of-way dedication for Street “B” is proposed along the northerly portion of the site as shown on the plans. Half street road improvements are proposed as shown on the plans. Due to the location of the onsite and off-site wetlands, the road is designed to curve to the northeast and the street improvements with this project are proposed to terminate before the northerly line of the wetlands as shown on the plans. This road alignment will avoid impacting wetlands in the immediate area.

There is an 8” sanitary sewer pressure line located in NW Friberg-Strunk Street. A sanitary lateral (step system) will be extended to the proposed office building as shown in accordance with the City of Camas requirements.

There is a 12” ductile iron pipe (DIP) water main located within NW Friberg-Strunk Street. A water service and fire hydrants will be connected to this main in order to provide domestic service and fire protection service. All necessary utility easements will be located and dedicated per the City of Camas requirements.

Stormwater runoff from the pollution generating impervious surfaces will be collected and conveyed to bioretention facilities for treatment prior to discharge to an underground detention system. Stormwater runoff from the site will be released at rates meeting the City of Camas Stormwater Ordinance requirements to the wetland area just east of the development. Stormwater runoff from the roof area will by-pass treatment and be routed directly to the detention system as allowed by code.

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

Provisions will be made for fire and police services with eventual approval of building permits on the site. The Applicant has discussed utilities in section (C) above. No parks or trails are proposed with this project. However, a 6’ concrete meandering sidewalk, street trees and shrubs exist along the frontage of NW Friberg-Strunk Street.

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

Where public utilities are present, easements will be granted to that public entity for access and maintenance of those particular utilities. Where facilities are private, Union Storage, LLC will provide adequate maintenance for these facilities.

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.

This application meets the requirements of Administration and Procedures – CMC 18.55 as described elsewhere in this narrative. With the submittal of this narrative, the Applicant will have addressed all relevant statutory codes, regulations, ordinances and compliance as required by the City of Camas for the proposed Union Self-Storage.

Design Review – CMC 18.19

The project will apply for design review after the preliminary approvals are granted.

Sensitive Areas & Open Space - CMC 18.31

As discussed previously, a Category IV Wetland has been identified on the site. Please refer to the section addressing Chapter 16 Environment for a detailed discussion of the onsite critical areas. Existing trees installed with the NW Friberg-Strunk improvements are shown on the Existing Conditions Plan.

Conditional Use Permits - CMC 18.43

The proposed Union Self-Storage is listed as a conditional use in CMC 18.07.030 Table 1. Therefore, the proposed development will require a conditional use permit, and shall meet the following criteria, as listed in CMC 18.43.050.

- 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 district in which the subject property is situated;

The proposed project will not be detrimental to the public welfare. As noted before, a conditional use permit was previously approved on this site for a similar mini-storage building. However, the project was delayed due to the economy and the approvals expired.

Union Self-Storage, once completed, will provide a safe storage environment for customers' belongings/possessions. The proposed project has taken the site's surroundings into account by architecturally varying walls and proposing frontage landscaping along NW Friberg-Strunk Street.

- 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;

Union Self-Storage exceeds the development standards set forth by 18.09.030 Table 1 for the Community Commercial (CC) zone. The standards for this zone do not require a front yard setback or frontage landscaping. The proposed project has allowed for a 28' setback from the proposed right-of-way that will

be fully landscaped, thus providing for an aesthetically pleasing development along the frontage of NW Friberg-Strunk Street.

C. The proposed use shall be compatible with the surrounding land uses in terms of traffic and pedestrian circulation, density, building, and site design;

Circulation of the site has been designed for maximum efficiency. Vehicular traffic will be routed through Street “B” and then through the site with the southerly access proposed for egress only. H. Lee and Associates, PLLC prepared a traffic study dated March 3, 2017 for the proposed use addressing trip generation and turning movements from the proposed site accesses. The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service and safety at the site access points if appropriate mitigation measures are implemented. The traffic study recommends restriping the center lane as shown on the Preliminary NW Friberg-Strunk Street Striping Plan submitted with this application.

Street improvements along the site’s NW Friberg-Strunk frontage were recently completed by the City of Camas. These improvements were completed in anticipation of future development and consist of a 46 foot full-width paved roadway with a 6 foot meandering detached sidewalk within a 74 foot full-width right-of-way.

An existing meandering 6’ sidewalk along the frontage of NW Friberg-Strunk Street is available for pedestrian circulation through the site. This sidewalk will connect to the sidewalk proposed with Street “B” on the northern portion of the site as shown on the plans.

The proposed project is compatible with the surrounding land uses in terms of density, building and site design as well. Adjacent undeveloped properties are zoned for commercial and industrial uses which are compatible with the proposed self-storage use. Per CMC18.09.030 Table 1, there are no limitations in regards to lot size or density in the CC zone. Adjacent buildings include a utility substation and a school. The exterior building design is compatible with surrounding development. Refer to the conceptual building elevations submitted with this application for more information on proposed architectural features.

As noted previously, only approximately one third of the site is proposed for development in the current site design and the proposed building is setback significantly from both the eastern and western property lines. The design of the proposed development allows for an aesthetically pleasing frontage along NW Friberg-Strunk Street with proposed landscaping. The combination of the building setbacks and the proposed landscaping significantly exceed the CC zone requirements. The landscaped areas and open space areas minimize any potential impact to adjacent properties when developed in the future. Refer to

the preliminary landscape plan that has been submitted with this application for more information.

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;

Reasonable efforts have been made during the design phase to avoid, reduce, and mitigate impacts to the critical areas. The site plan and the building itself have been designed to minimize, to the extent reasonable, possible impacts to critical areas. In order to avoid or reduce wetland impacts on this site, alternate site plan designs were implemented for this property. A typical site plan for a mini-storage building on a similar unencumbered site would be a series of one-story buildings connected by internal drive aisles. In order to reduce wetland impacts on this site, the applicant is proposing a multi-story storage building. By increasing the height of the building vertically, the footprint was reduced horizontally to reduce wetland impacts.

The site plan was also configured to concentrate development on the western portion of the site with the majority of the eastern portion of the site to remain as open space/wetland area. This limits the proposed direct impacts to onsite wetland areas to less than half an acre as shown on the project plans.

A 30 foot half street right-of-way dedication for Street "B" is proposed along the northerly portion of the site as shown on the plans. Half street road improvements are proposed as shown on the plans. Due to the location of the onsite and off-site wetlands, the road is designed to curve to the northeast and the street improvements with this project are proposed to terminate before the northerly line of the wetlands as shown on the plans. This road alignment will avoid impacting wetlands in the immediate area.

The proposed project attempts to minimize adverse impacts by developing only one third of the site. The project also enhances the on-site wetlands which increases the quality and functionality of the wetlands. Additional off-site mitigation for unavoidable wetland impacts is proposed through the purchase of wetland mitigation credits from an approved wetland mitigation bank. A 28' landscaped buffer, between the site and the right-of-way of NW Friberg-Strunk Street, is also being proposed. Refer to the Preliminary Site Plan and the Preliminary Landscape Plan for more information.

The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service and safety at the site access points if appropriate mitigation measures are implemented. The traffic study recommends restriping the center lane as shown on the Preliminary NW Friberg-Strunk Street Striping Plan submitted with this application. Refer to the Traffic Study prepared by H. Lee and Associates, PLLC dated March 3, 2017 for more information.

This project will also pay applicable impact fees which offset the impact of new development. Real estate taxes will be paid which contribute towards urban services such as road improvements, schools, libraries, police and fire protection.

E. The proposed use is consistent with the goals and policies expressed in the comprehensive plan;

The Applicant has noted many of the strategies, goals and policies of the Comprehensive Plan that are furthered by the proposed Union Self-Storage project in this narrative.

The proposed project is compatible with the current goals and policies of the comprehensive plan by proposing new development within existing urban growth boundaries, developing employment land with existing infrastructure and services available and creating jobs. The project also ensures that the proposed development is compatible with adjacent neighborhoods by complying with development and landscaping regulations and the design review process. The site layout preserves and enhances critical areas on the site.

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.

The proposed project, Union Self-Storage, exceeds the requirements of the CC zone set forth by the Camas Municipal Code and meets the goals and policies of the comprehensive plan as detailed in the above narrative and therefore merits approval.

Administration and Procedures – CMC 18.55

Site Plan Review is a Type II process and a Conditional Use Permit is a Type III process. The Applicant is applying for a concurrent review, therefore, the proposed Union Self Storage project is subject to a Type III review. This application contains the required information listed in this chapter for a technically complete application.

Transportation and Access

H. Lee and Associates, PLLC prepared a traffic study dated March 3, 2017 for the project addressing trip generation and turning movements from the proposed site accesses. It is estimated that the proposed project will generate approximately 141 new Average Daily Trips on the adjacent roadway system during a typical weekday, including 8 vehicle trips during the AM peak hour and 14 vehicle trips during the PM peak hour.

The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service and safety at the site access points if appropriate mitigation measures are implemented. The traffic study recommends restriping the center lane as shown on the Preliminary NW Friberg-Strunk Street Striping Plan submitted with this application. Refer to the Traffic Study prepared by H. Lee and Associates, PLLC dated March 3, 2017 for more information.

Conclusion

Union Self-Storage has been carefully and thoughtfully designed to not only be code compliant, but more importantly, to create a storage place that is integrated into the existing natural environment. This has been accomplished through a variety of design features including building orientation and design, architectural features, retention and enhancement of critical areas, integration of stormwater management, landscaping, and vehicular and pedestrian connectivity.