



Revised Consolidated Decision

Hetherwood Residential Development

The city originally issued a combined notice of decision on March 8, 2018, which included a SEPA determination (SEPA MDNS 16-11) and Site Plan Review (SPRV16-03). The revisions are intended only to modify the Site Plan Review decision. The appeal period for this revised decision will end on April 4, 2018.

Preliminary Site Plan for Hetherwood (ne. Kate's Woods)

January 2018

Project Information

Project scope

New construction of multifamily residences. The project consists of two phases. Phase 1 is (3) multi-family buildings, each one 3-4 stories. Phase 2 are (16) three-story rowhouses with garages.

Zoning Information

ZONE:

MU 24

PARKING REQUIREMENTS:

1 space per studio apartment
2 spaces per 2-bedroom rowhouse

Phase two counts

units

two/three bed rowhouse 15 units

parking

garage spaces 2 per unit (30)

parking spaces 7

TOTAL 37 spaces

required parking 30 spaces

2 spaces per unit

37 spaces > 30 spaces; therefore OKAY

Phase one counts

units

west building 36 units

north building 43 units

east building 35 units

TOTAL 134 UNITS

parking

garage spaces 33

covered spaces 13

standard/compact spaces 96

TOTAL 147 spaces

required parking 137.5 spaces

1 space per studio

1.5 spaces per one bed

143 spaces > 137.5 spaces; therefore OKAY

Overall counts

units

studio apartments 127

one bed + den 7

two/three bed rowhouses 16

TOTAL 150 units

parking

garage spaces 33

covered spaces 20

phase one - spaces 97

phase two - spaces 3

phase two - rowhouse garage spaces 32

TOTAL 190 spaces

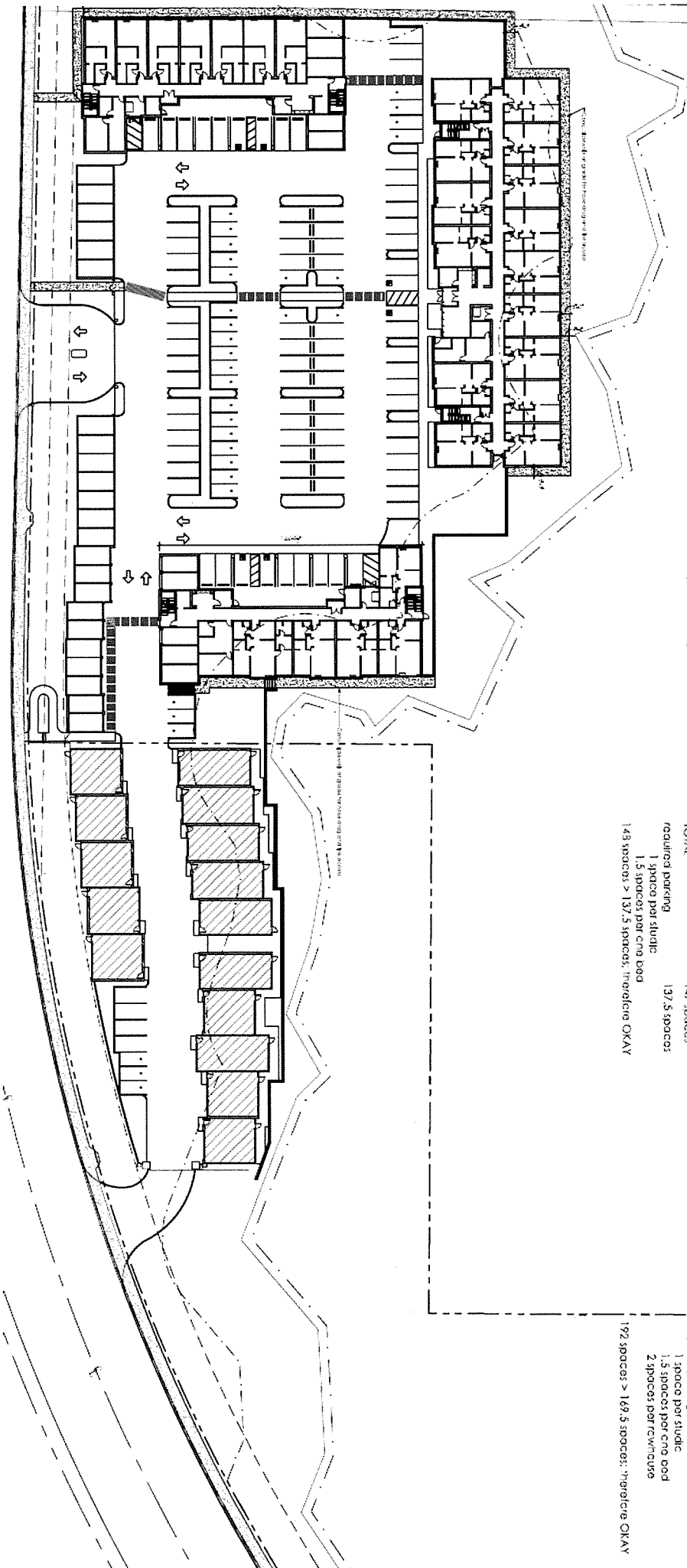
required parking 169.5 spaces

1 space per studio

1.5 spaces per one bed

2 spaces per rowhouse

192 spaces > 169.5 spaces; therefore OKAY



**Revised STAFF REPORT AND DECISION FOR
HETHERWOOD RESIDENTIAL DEVELOPMENT
(FILE #SPRV16-03)**

SITE PLAN REVIEW & CRITICAL AREA REVIEW

Decision Issued: ~~March 8, 2018~~ March 21, 2018

Revision note: All changes have been shown as strike-out and underlined text.

Applicant/Owner: Kate's Woods LLC
16420 SE McGillivray Blvd.
Vancouver, WA 98683

Location: NW Pacific Rim Blvd. Zoning: MF-24* (as vested)

Parcels: 126040-000 (Phase 1 Apartments) and 125599-000 (Phase 2 Row houses)

APPLICABLE LAW: The application was submitted on June 20, 2016, and the applicable codes are those that were in effect on the date of application (through Ord. 17-008†). Camas Municipal Code (CMC) Titles 16, 17, and 18, specifically (but not limited to): Chapter 16.01 General Provisions; Chapter 16.03 Definitions; Chapter 16.07; Chapter 16.13 SEPA; Chapter 16.31 Archaeological; Chapter 16.51 General Provisions; Chapter 16.53 Wetlands; Chapter 17.01 General Provisions; Chapter 18.07 Use Authorization; Chapter 18.11 Parking; Chapter 18.13 Landscaping; Chapter 18.18 Site Plan Review; Chapter 18.19 Design Review; Chapter 18.25 Row houses; and Chapter 18.55 Administrative Procedures. This development is also subject to Sections 2, 3, 4 and 5 of "CR 2A Settlement Agreement" (Clark County Superior Court filed on 05-24-2017), when it was formerly named "Kate's Woods".

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SUMMARY

- The development discussed throughout this report and decision includes two parcels for a combined 11.38 acre site.
- On the westerly, 7.04 acre parcel, the applicant proposes to construct 134 residential units within two four-story apartment buildings and a three story apartment building as Phase 1. The parcel includes detached parking garages.
- On the easterly, 4.34 acre parcel, the applicant proposes to build 16 three-story row houses as Phase 2.
- The combined property area ("the site") contains approximately 5.95 acres of wetlands. The development is allowed per the Settlement Agreement to utilize five foot wide buffers from the wetland and mitigate off-site for up to 75% of the impacts. The application included a mitigation report for proposed impacts.

* The MF-24 zone is vested with the application. The property is currently **zoned MF-18**. The application is subject to regulations up to Ordinance 17-008 and a Settlement Agreement. The current comprehensive plan, and zoning of MF-18 were adopted a month later.

† See above.

A consolidated decision for the Hetherwood Site Plan Review, Critical Area Review and Archaeological Review is conditionally approved based on the applicant's narrative, drawings, and supporting technical reports except as otherwise clarified or modified through the conditions of approval stated herein. To date, the city's has not reissued the SEPA MDNS for this development.

The applicant provided multiple revised versions throughout the review process. Unless noted, the staff report comments and conditions are in response to 2018 revised submittals.

APPROVAL OF SPRV-16-03, IS BASED ON THE FOLLOWING FINDINGS OF FACT AND CONCLUSIONS OF LAW:

DISCUSSION AND FINDINGS OF FACT

SITE PLAN REVIEW

CMC§ 18.18.060 - *Criteria for approval. The city shall consider approval of the site plans with specific attention to the following (A through F):*

A. COMPATIBILITY WITH THE CITY'S COMPREHENSIVE PLAN;

Staff: The property is located within the "Multi-family high" residential comprehensive plan designation. The zoning was Multi-family 24 (MF-24) when the application was submitted. A month after the application was submitted, the comprehensive plan designation remained the same, although the zoning was changed to Multi-family 18 (MF-18). The property is also subject to a Settlement Agreement that guarantees that it may develop up to 150 units, which was consistent with the regulations of the MF-24 zone at the time of submittal. The applicant proposes to develop a mix of apartments and row houses on the combined property for a total of 150 residential units. Apartments and row houses are land uses that are outright permitted in the zone, and consistent with the comprehensive plan.

FINDING: As vested and subject to the Settlement Agreement, the proposal is consistent with the comprehensive plan designation.

B. COMPLIANCE WITH ALL APPLICABLE DESIGN AND DEVELOPMENT STANDARDS CONTAINED IN THIS TITLE AND OTHER APPLICABLE REGULATIONS;

Staff: Site development standards for multi-family housing include (among other standards) lot size, building height, setbacks from property lines, landscaping, parking, and unit density.

[Density] The city requires that the unit density be within the minimum and the maximum of the zone. The MF-24 zone (now repealed) required a *minimum* density of six dwelling units per acre and a *maximum* of 24 dwelling units per acre. The MF-24 zone allowed for a determination of density based on the "gross acreage". The property size on the application form states that there are 11.38 acres, and the updated narrative (Third revision, 9/1/2017) states that there are 9.97 acres. At 9.97 acres the maximum units allowed would be 239 units. The property is also subject to the terms of a Settlement Agreement, which limits the project to 150 units on the site. For these reasons, this property would be required to build between 59 units (6 x 9.97 acres) and 150 units. The applicant is proposing to develop 150 units on the site.

FINDING: As vested and subject to the Settlement Agreement, the applicant meets the density standards.

[Lot size] As vested, the minimum lot size within the MF-24 is 20 feet wide and 60 feet deep per CMC18.09.050 Table 3-Density and Dimensions for Multifamily residential zones. The applicant is not subdividing the parcels, and there is not a maximum lot size in multifamily zones. The application meets this standard.

[Setbacks] As vested, the minimum setbacks are ten feet at the front, three feet side yard setbacks, 10 foot rear yard setbacks, and 15 feet flanking a street. The buildings meet the required setbacks. Discussion of how the project meets setback standards follows.

The western parcel (126040-000) includes three apartment buildings and two garage structures. Along the frontage of NW Pacific Rim Blvd the buildings are setback as follows (west to east): the three-story apartment building is setback 25 feet; the 60 foot garage structure is setback 20 feet; and the 178 lineal foot garage structure is set back 20 feet. The western side lot line includes the three-story apartment building, which is 10 to 14 feet from the property line. The northernmost four-story apartment building has a retaining wall 10 feet from the property line that will be 10-12 feet high, and the structure will be approximately 42 feet back. To the east along the shared lot line, a four-story apartment building will be 35 to 38 feet from the side lot line. To the rear of the structures is a wetland area and for that reason, the buildings are approximately 180 feet to the rear of the lot.

The eastern parcel (125599-000) includes 15 row houses (submittal ver. 01/31/18). There are five row houses that are setback 22 feet from NW Pacific Rim Blvd. They are also setback 3 feet from the west side lot line and over 200 feet to the eastern lot line. The buildings are approximately 80 feet from the rear property line, which contains wetlands and buffers.

FINDINGS FOR LOT SIZE AND SETBACKS: As vested, the lot size and setbacks comply with zoning.

1 Rendering of the development as viewed from Pacific Rim Bl



PROJECT ELEVATION AND STREETSCAPE—

NW Pacific Rim Blvd

[Building Height] The applicant stated on page 1 of their narrative that if the code were modified to allow four-story residential structures, then they would like to apply for a "site modification". As vested under the (then) MF-24 standards, residential developments were restricted to three stories. The city doesn't have a "site modification" process as proposed by the applicant.

As such, the current zone of MF-18 allows four stories. This zone would also limit the density of the property to 18-units per net acre, which would reduce the unit count to 72 units[‡]. However, the property is also controlled by a Settlement Agreement, which states that the property may have up to 150 units. For these reasons, if the applicant withdrew the application and resubmitted to vest in the current, MF-18 standards in order to be allowed to utilize the height standard, the MF-18 density limitation would not apply. Staff is unaware of any other substantive amendments to code that would affect the development if it were reviewed under the MF-18 standards, aside from the density limitation. For these reasons, the city is not requiring that the application be withdrawn and resubmitted under current standards, only to utilize the height allowance.

The height of the detached garages are limited to 14-feet, according to CMC§18.17.040 Accessory Structures. The applicant is not proposing to exceed that height.

[Retaining walls] The development includes retaining walls along the western and northern portions of the site, with heights that are up to 12 feet high. The walls appear to be continuous between the two parcels and as such an easement for access and joint maintenance agreement will be required. The retaining walls are supporting the structures, otherwise they would be subject to terracing and other such design standards for landscape walls.

[‡] Calculated as (97.7 acres – 5.95 acres of wetlands) x 18 units/acre = 72 units

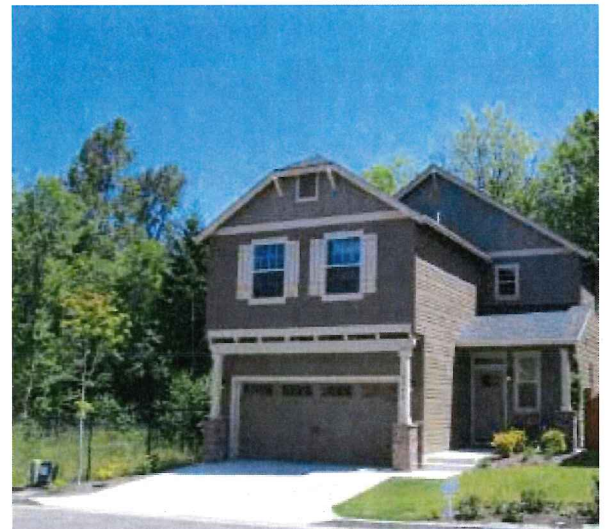
FINDINGS FOR HEIGHT: Staff finds that four-story residential structures may be constructed, if unit count does not exceed 150 units consistent with the Settlement Agreement. Detached structures and other accessory structures must not exceed 14-feet.

[Architectural Design] Design Review approval is required for all new developments within multifamily zones and within gateway overlays, per CMC§ 18.19.020 Scope. The design review standards within the city's Design Review Manual include mandatory elements in regard to site and building design. The guidelines and principles that must be included in the design are provided within CMC, and are more detailed within the city's Design Review Manual. The chapter's "Purpose" states that *"The design review process is intended to produce a meaningful integration of building, landscaping and the natural environment."* It is not clear from the submittal drawings (Figure 1) how the buildings will integrate the natural surrounding backdrop of the forested areas or the site topography that drops away from the street, or with the development to the west. To the north are forested areas and wetlands, which will likely be blocked from view with the current design proposed. To the west are residential structures, which include two story row houses and townhomes in the style as demonstrated with the inset photo (Figure 2).

Stacked housing must include the following design elements which are not evident in the current submittal:

- Buildings shall have their principal pedestrian entrance along a street, open space or midblock passage with the exceptions of visible entrances off a courtyard.
- Walls shall be articulated in order to avoid a blank look and to provide a sense of scale and shall provide a minimum solid to void ratio of 70%/30%.
- Stoops, porches and direct individual entries should be included-encouraged at ground-floor units.

2 Adjacent residential development (typical style)



Row houses must include the following design elements that are not evident in the current submittal:

- No more than eight attached dwellings are permitted in a row or single group of structures per CMC§ 18.25.050.
- No more than forty percent of the total square footage of the front facade of each unit may be garage door area per CMC§ 18.25.050.

FINDING FOR DESIGN REVIEW: A condition in regard to Design Review is included with this decision, and specific design requirements that must be addressed.

[Parking] The off-street parking requirements for apartments are based on the unit size and per CMC Chapter 18.11 Parking, and for row houses the parking requirements are also determined by CMC Chapter 18.25 Row houses.

The easterly row house development (Phase 2) would be required to provide a minimum of one per unit or 16 parking spaces, per CMC§ 18.25.050. In contrast with the specific provisions in Chapter 18.25 Row Houses, there are provisions within "Residential Parking" at CMC§ 18.11.100, that states, *"Residential off-street parking space shall consist of a parking strip, driveway, garage or combination thereof."* The design of the row houses includes garages at the first level, and a shared, seven space parking lot that is within walking distance of the units (less than 100-feet). The shared lot could be considered equivalent to either the "parking strip" or "driveway" requirement. Given that both garage parking and the shared lot are provided, off-street parking for the row houses is satisfied.

The westerly parcel (Phase 1) will have 134 units (127 studio apartments and 7 one-bedrooms) and will need to provide a minimum of **138 parking spaces**. The February 8th site plan drawing indicates that there will be 96 parking spaces within the open lot and 18 covered spaces for a total of **114 spaces**. The applicant has also proposed 33 spaces within the detached garage structures, and concluded that there would be a total of 147 parking spaces provided. However, the location of the garages appears to exceed the allowed distances to be counted toward parking for the multifamily use, as CMC§ 18.11.030 Location, requires that parking for multifamily dwellings be within 200-feet. The garages are located along the street frontage and the westerly garage (nearest corner), appears to be approximately 150 feet from the entrance of the West Apartments. The easterly garage appears to be over 220 feet from the East Apartment building. The North Apartment building is over 350-feet from either garage structure. It is possible that the West and East Apartments may have side entrances or exits that could shorten the distances to these garages, and open parking could be proposed in those locations instead. Without more details on the architectural layout, only the western garage with six (6) spaces meets the distance requirement. In summary, the property is short 18 parking spaces to meet the minimum parking requirements (Equation 138 – (114 +6) = 18). A shortage of parking on site, may produce a long term parking enforcement issue along NW Pacific Rim Blvd, where parking is not allowed. Per CMC§ 18.11.130 Standards, *"The city shall have the authority to request a parking study when deemed necessary."* Given that parking is not allowed on the frontage road for residents, guests or overflow, and as defined in CMC, the location of the detached garages will not function as parking spaces, a parking study may be required.

The Supplemental Design Standards at CMC Ch. 18.17, requires that detached, accessory structures be located to the side or rear of primary structures in residential and multi-family zones. The detached garage structures are proposed at the front of the property[§]. Combined, the back side of the garages would encompass 62% of the site frontage, with the westernmost garage at 65 feet long and the other at 178 feet long. The specific principles for multi-family developments reaffirms, *"Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street"* (CMC§ 18.19.050(3)(a)(iv)). There isn't a prohibition on the construction of open (uncovered) parking along a street frontage. CMC§ 18.19.050(B)(3)(a)(i) requires certain design features for parking, *"All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than six to ten spaces."* Conditions in regard to the location of the detached garages is warranted and included.

Per CMC§ 18.11.120 Additional Requirements, *"The city may make such other requirements or restrictions as shall be deemed necessary in the interests of safety, health and general welfare of the city, including, but not limited to, lighting, jointly (sic) development of parking facilities, entrances and exits, accessory uses, and conditional exceptions."*

FINDINGS FOR PARKING: The off-street parking requirements for the row houses at the easterly parcel are in compliance with CMC. The westerly parcel has not met the off-street parking requirements for the apartment uses per CMC§ 18.11.030(B), CMC§ 18.17.040 and CMC§ 18.19.050(B)(3)(a)(iv).

[Landscaping] Each residential unit is required to have a street tree per CMC§ 17.19.030(F)(1). In balance with this standard, the landscape standards in CMC Chapter 18.13 require fifteen percent of the site to be landscaped with shrubs and trees and has specific requirements for parking areas. CMC§ 18.13.060, requires parking lots to include perimeter landscaping within a curbed area that is at least five feet wide, interior planting islands with trees, and wheel stops. The final landscaping plan must include a watering system, or other measure, acceptable to the city to ensure the success of the plantings.

The applicant included a revised landscaping plan for both parcels at Sheet LS1 (dated January 2018, received February 14, 2018). The easterly parcel (Phase 2) conforms to the landscaping requirements, however the landscaping for the westerly parcel (Phase 1) is deficient if the parcels were reviewed separately. For the purposes of this section of the report, the two phases are discussed independently, however the applicant could develop the properties simultaneously. A condition in regard to timing for tree installation is included.

[§] Note: The 390 feet of frontage view would include the side of the west apartment (14% or 55'), back of garages (62% or 243'), and a 55-foot wide entry.

Phase 2 indicates that there will be 15 row houses with seven parking spaces grouped at the eastern side of the structures. The code requires 17 street trees—one tree per unit and one tree per every three parking spaces. The applicant provided 17 street trees and a mix of shrubs to comply with the screening and ground cover provisions of the landscape chapter. As previously noted, the landscaping for Phase 2 is in compliance.

Phase 1 proposes 134 apartment units, 68 parking spaces (double-loaded), and 47 single parking spaces (single-loaded), not including garage spaces, which would requires up to 162 trees**. The applicant proposes to plant 49 trees in Phase 1, with 26 of them proposed as street trees. There is not enough street frontage to accommodate an additional 108 street trees, given that their landscape plan proposes to plant street trees at 20-foot intervals.

Specific landscape deficiencies include: the parking lot needs a minimum of 28 trees and only 23 are proposed; the perimeter of the parking lot at the northwest and northeast corners lack curbed landscape areas of trees and shrubs (min. 5' wide) and the eastern parking area landscaping lacks trees (Refer to CMC§ 18.13.060(A)). The landscape plan shows two trees located at the northwest corner of the "West Building", which might appear to be a parking lot edge, however the trees are located to the west of the 5-foot hose drag path, which is 10 feet below the top of the retaining wall (parking lot level). Those trees would not provide the shading functions or landscape perimeter as required per subsection "B" of the code. At the single row of parking spaces that are located east of the "East Building" there are shrubs, but no trees.

Minimal landscaping of six trees are proposed along the western property line and no landscaping is proposed along the eastern side of the row houses. There is approximately 200 feet of frontage from the edge of the easternmost row house to the eastern property line of Phase 2. No landscaping is proposed at the front of the row houses from the view of the driveway (unit entries). The site also has wetland and buffer areas to the north of the structures. No landscaping is proposed between the (rear) of the buildings where there is a five foot path (fire hose drag area) and the natural areas. New trees in these areas would likely need to be approved for installation within a wetland habitat area.

Staff is demonstrating that there are several potential areas on site that could accommodate the minimum number of trees to be planted landscaping requirements. Specifically at the eastern portion of the site an additional 10 street trees could be planted at 20-foot intervals (approx. 200 feet of frontage). ~~around the sides and rear of the structures where no trees or new vegetation is currently proposed.~~ A condition in regard to correcting the landscaping deficiencies is warranted and included.

The city requires that the applicant provide a plan for successful establishment of the landscape plan, per CMC§ 18.13.070. The applicant provided details for a sprinkler system at Sheets LS2 and LS3, and planting details. The installation of a sprinkler system is a "reasonable performance measure", consistent with this section of code. No additional assurance measures will be recommended.

FINDINGS FOR LANDSCAPING: Staff finds that it is feasible for the development to comply with the minimum landscaping and tree requirements for both phases as conditioned to include additional street trees along the entire frontage.

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;

ROADS

The project is located on the north side on NW Pacific Rim Blvd (NW Pac Rim), approximately 1,000 feet east of the intersection of NW Pac Rim and NW Payne Road. NW Pac Rim is a fully improved road consisting of an 80-ft ROW with two 12.5-foot travel lanes in each direction, a 14-foot wide landscaped center median, and a 5.5-foot wide sidewalks on both sides of the road.

** Calculation: 134 (1 tree per new residential unit) + 11 (68 double-loaded stalls/6) + 17 (51 single stalls/3) = 162

The City's design standards for a new 5-lane arterial requires a 100-foot right-of-way with two 12-foot travel lanes in each direction, a 14-foot raised center median or center left-turn lane, a 5 to 7-foot wide planter strip on each side, and a 6-foot wide detached sidewalk on each side. As this project is located on an existing road, and based on environmentally sensitive lands on the subject property and existing adjacent development, and street patterns, the City Engineer recommends approval of a deviation for the existing 80-foot right-of-way. Based on the deviation, the Applicant would not be required to dedicate any additional right-of-way for this development.

The full width road section for NW Pacific Rim Blvd. was constructed sometime between 1990 and 1994, ~~while there~~ There is not a requirement to construct a half-width street improvement with this development, since the existing sidewalks, which are attached to the 0.5 foot wide curb, and only are 5.5-foot wide should be replaced to the and will, in this situation, fulfill the full arterial standard equivalent of a 6-foot width wide sidewalk and meet ADA standards. Additionally, ~~there will be a significant amount of existing sidewalk removed in order to construct the west and east access roads and to allow for tie-ins to existing water, sewer, and storm lines. A condition of approval to this effect is warranted.~~

Staff finds that it is appropriate to require under the transportation element of SEPA, to provide for mitigation of any open trench cuts in NW Pacific Rim Blvd, as the adopted standards will not adequately mitigate for potential impacts to the roadway. As such, the development shall be conditioned through SEPA to provide a 0.15' depth pavement grind and inlay for the full width of the affected travel lane/s and a minimum of 10-feet either side of the trench as surface restoration. The surface restoration work shall include replacement of all pavement markings that may be removed or obliterated during the course of this work. Additionally, CDF is the preferred method of trench backfill above the pipe zone and below pavement section.

Finding: ~~Staff finds that the Applicant should be required to replace the existing sidewalk along the frontage in order to provide a full 6-foot width and meet ADA standards. A~~ SEPA condition in regard to restoration of pavement if work occurs within NW Pacific Rim Blvd. ~~is also warranted.~~

Gates: The improvements include two gated entrances. Per CMC 12.36.010 gated entrances are only permitted when adequate provisions are made for access by fire, police, medical emergency and other public services. In order to meet this provision, a gated community must meet CMC 12.36.040 Design Standards. The design standards include, but are not limited to, a minimum 25-foot radius turnaround located prior to a gate; signs installed at a point visible from the public roadway informing the public that there is a locked gate ahead; an unlocked pedestrian access gate; and the gate shall be located in a manner so as to allow viewing of obstructions located within the swing path of the gate. A condition of approval to this effect is warranted.

Finding: ~~Staff finds that applicant should install a minimum 25-foot radius turn-around prior to the main access gate. The east access gate is for emergency use only and the gate must be located at the top of slope and a minimum of 5-feet behind the sidewalk.~~

Access Spacing: NW Pac Rim Blvd. is designated as an existing 4 or 5 lane arterial. The intersection of NW Pac Rim Blvd. and SE Payne Road is located approximately 890-feet west of the proposed main access. Per access spacing standards for a roadway classified as an arterial, the minimum access spacing is 660-feet. The west access meets the minimum access spacing standard.

The east access is located approximately 500-feet from the west access and therefore does not meet the minimum 660-foot access spacing standard. The east entrance is proposed as a separate fire truck/emergency vehicle only access. As the minimum access spacing standard is not being met, and based on the proposed usage, this entrance should be restricted to a right-in / right-out only access. Additionally, the east access shall have the appropriate signage and markings for ~~right-in and right-out movements for east emergency only~~ vehicular access. A condition of approval to this effect is warranted.

Finding: ~~Staff finds that the Applicant must provide the appropriate signage and markings for right-in and right-out movements emergency only access for the east vehicular access driveway.~~

A traffic impact analysis (TIA), dated June 20, 2016, was prepared and submitted by Kittelson & Associates, for the Kate's Wood site development, now known as Hetherwood. The proposed development is located east of a single-family/multi-family residential neighborhoods and west of the southern entrance to the Fisher Investment Campus. The proposed development will consist of up to 139 apartments and 29 condominiums / townhouses.

The TIA provided a Level of Service (LOS) evaluation, for existing and with full buildout of the proposed development, at several off site intersections including the following: SE 192nd Avenue & SE 34th Street (COV), SE 34th Street & SE 196th Avenue (COV), SE 34th Street & SE Payne Road (COV), and NW Pacific Rim Blvd. & Proposed Site Access (COC). Traffic operations at these intersections were analyzed as part to the TIA under existing and future traffic conditions.

The study area roadways were subject to the following operating standards:

- City of Camas (COC) requires a LOS 'D' or better and a volume-to-capacity ratio of 0.90 or less for all intersections within the city limits.
- City of Vancouver (COV) requires that signalized intersections with Vancouver city limits operate at LOS 'E' or better with a volume-to-capacity ratio of 0.95 or less and that unsignalized intersections maintain a volume-to-capacity ratio less than 0.95 for any lane on any approach.

The TIA shows that the existing traffic volumes and operations at each of the study intersections operate acceptably during both peak periods and meet the LOS and/or volume-to-capacity ratio standards enforced by the governing agencies.

At full buildout the TIA estimates that the development will generate a total of 1,035 daily trips, with the weekday AM Peak hour total of 80 trips and the weekday PM Peak hour total of 95 trips, by full buildout.

Based on full buildout, the critical northbound approach, SE Payne Road at its intersection with NW Pac Rim (SE 34th Street), is projected to operate at LOS 'E' during the weekday p.m. peak hour of the total traffic condition, which exceeds Camas' standard of LOS 'D' or better. The a.m. peak hour operations are satisfactory. The PM results for this intersection indicate that the average control delay the northbound approach reaches 35.5 seconds, which is only 0.5 seconds into the LOS 'E' threshold. A LOS 'E' would require this development to mitigate this intersection to operate at LOS D or better.

There are plans for the intersection to be upgraded with a signal as part of the Camas School District's (CSD) Project Based Learning (PBL) High School project. That project is scheduled for construction in 2018. Until such time as the signal is constructed, the TIA states that the projected operating conditions for weekday p.m. peak hour should be tolerable for drivers, considering that this is a traffic signal nearby to the west at SE 196th Avenue which may be allowing some drivers on SE Payne Road more opportunities to find gaps in a semi-progressed traffic stream. Staff finds that this conclusion does not address the substandard level of service (LOS) at this intersection. ~~This traffic signal should be installed prior to issuance of occupancy of any residential units. A condition to this effect is warranted. However, this signal is Transportation Impact Fee (TIF) eligible and the applicant contributes an adequate pro rata share payment via TIFs to mitigate the substandard LOS for this intersection.~~

~~Finding: Staff finds that intersection signal improvements at NW Pacific Rim Blvd. and NE Payne Road are necessary prior to occupancy of any residential units.~~

The TIA states that the proposed development can be constructed while maintaining acceptable levels of service (LOS) and safety on the surrounding transportation system with the following recommended mitigation measures:

- Remove portion of the landscaped median on NW Pacific Rim Blvd. to allow full directional movements to/from the primary site access (west access), including construction of an eastbound left-turn lane with 50-feet of storage and appropriate design taper to facilitate left-turns into the site.

- Any new landscaping, signage, or above-ground utilities within the right-of-way or along the site frontage should be installed and maintained so that adequate sight distance is provided at the primary (west) site access upon buildout.

These improvements will require removal of existing mature trees and vegetation. The replacement of vegetation in the median should be maintained until fully re-established. A condition in regard to maintenance of the landscaping and signage within the right-of-way or along the site frontage shall be maintained by the Property Owner/s is warranted.

Findings: Staff finds that the applicant must modify the landscaped median on NW Pacific Rim Blvd. to allow for full directional movements to/from the primary site access (west access), including construction of an eastbound left-turn lane.

SANITARY SEWAGE DISPOSAL

There is an existing 6-pressure sewer main located in NW Pacific Rim Blvd. There are no existing laterals stubbed to this site.

The Applicant is proposing to construct a combination STEP/STEF system to serve the development. The system that serves the North, East, and West buildings, will provide a 3-inch tap at the existing 6-inch pressure main and consists of two STEF tanks (40K and 45K gallons), with a service line to each building, that then flows to a 3,000 gallon STEP tank that discharges to the existing 6-inch sewer pressure main. The system that serves the three buildings on the east end of the development, will have a 2-inch tap at the main with the services to the three buildings discharging to a 12,000 gallon STEP tank that ties into the 6-inch existing sewer pressure main.

Prior to final engineering approval, a basin and capacity analysis will be required to confirm that there is sufficient capacity for the flows identified for this development. A condition of approval to this effect is warranted.

The proposed on-site sanitary system, that includes both STEP and STEF tanks, is to be a private system and the maintenance of said system is to be the responsibility of the Property Owner/s. A condition of approval to this effect is warranted.

Finding: Staff finds that the applicant must provide a basin and capacity analysis to confirm that the existing 6-inch pressure sewer main has sufficient capacity for the flows identified for this development, prior to final engineering approval.

STORM DRAINAGE

This project is subject to Ecology's latest edition of the Stormwater Management Manual for Western Washington (2014 SWMMWW). The proposed site improvements will also result in over 5,000 square feet of impervious surface, including roofs, pavement, sidewalks, and landscaping. Therefore the project will be subject to Minimum Requirements (MR) 1-9. A condition approval to this effect is warranted.

A preliminary drainage analysis, dated August 29, 2017, was prepared by Olson Engineering, Inc. The proposed development is approximately 2.82 acres in size, consisting of 1.14 acres of roof, 1.20 acres of impervious surface, and 0.35 acres of landscaping. The preliminary analysis demonstrates that the Applicant can or will make adequate provisions for the detention and treatment of stormwater runoff from the site.

The preliminary drainage analysis proposes that the roof runoff be routed to an underground detention facility and/or discharged to a flow spreader system located behind the buildings and discharging into the wetlands located to the north of the buildings. The runoff from the impervious surfaces will be collected via a series of area drains, which are routed to the underground bioretention units for treatment, then routed to the underground detention facility, and ultimately discharging via a level spreader into the wetlands to the north.

The stormwater site plans, dated February 9, 2018, proposes to provide detention via a Contech detention system, however, there does not appear to be any of the water quality treatment that is required for impervious surfaces in excess of 5,000 square feet, per Ecology's SWMMWW manual. Water quality treatment is required for stormwater runoff from impervious surfaces in excess of 5,000 square feet. Prior to final engineering approval the Applicant must submit a final drainage analysis report to the City for review and approval. A condition of approval to this effect is warranted.

Maintenance of the proposed stormwater system in its entirety, including but not limited to the following: the underground collection system, detention and treatment facilities, storm control manholes, level spreader system, and outfalls, are to be maintained by the Property Owner/s. The City will have rights-of-entry to the entire system for inspection purposes. A condition of approval to this effect is warranted.

Findings: Staff finds that the applicant must design the proposed project to include water quality treatment and detention for stormwater runoff from impervious surfaces per Ecology's latest edition of the SWMMWW Manual. Staff also finds that the applicant must provide a final drainage analysis, and a maintenance plan for entire stormwater system. The City must also be provided access for inspection purposes.

WATER

The submitted preliminary utility plan shows that there is an existing 12-inch water main located in NW Pac Rim. There are no existing water services stubbed to this parcel. The proposed improvements must include the domestic water system, an irrigation system for landscaping, and a fire suppression system that includes on-site hydrants and sprinklered buildings. A condition of approval to this effect is warranted.

The domestic water system is proposed as dual (west and east side) system that would provide water to the six (6) buildings.

The west side of the development, has proposed a 4-inch on-site waterline to provide service to the North, West, and East apartment buildings. The 4-inch waterline will be tapped at the 12-inch water main, on the east side of the main entrance, and will include a double check valve assembly (DCVA) and a 4-inch meter. Three separate, 4-inch service lines, will tee off this 4-inch mainline and will extend to each of the three buildings.

The east side of the development has proposed a 2-inch waterline to provide service for the four townhome building. The 2-inch waterline will be tapped at the 12-inch water main, at the east entrance, and will include a double check valve assembly (DCVA), and a 2-inch meter. Three (3) separate, 2-inch service lines, will tee off this 2-inch mainline and will be extended to each of the buildings.

The on-site domestic water systems, located north of the meters, will be private and the maintenance and repair will be the responsibility of the Property Owner. A condition of approval to this effect is warranted.

An underground irrigation system is proposed for the development. The irrigation line is to include its own meter and backflow prevention device. The irrigation line will be private, on the development side of the meter, with maintenance and repair the responsibility of the Property Owner. A condition of approval to this effect is warranted.

A 6-inch fire line is proposed to be tapped at the main and will include a meter and a double check valve assembly (DCVA) vault. Additionally, there will be a separate 2-inch to 4-inch fire line to each building. Each of these fire lines will end at an FDC at the face of each building. The fire suppression system and onsite fire hydrants, will be a private system starting at the development side of the meter, and will require annual testing by a certified company. Private hydrants are to be painted red from the factory. Annual testing, maintenance, and repair are to be the responsibility of the Property Owner/s. A condition of approval to this effect is warranted.

Findings: Staff finds that adequate provisions can or will be made for water, stormwater, and sanitary sewer that will be consistent with City requirements

EROSION CONTROL

Adequate erosion control measures shall be provided during the site improvements in accordance with adopted city standards. The Erosion Sediment Control plans shall be submitted to the City for review and approval prior to any ground disturbance. Per CMC 17.21.030 an erosion control bond for ground disturbances of one acre or more is to be submitted to the City prior to release of approved construction plans. A condition of approval to this effect is warranted.

The Washington State Department of Ecology requires sites with ground disturbing activities of one acre or more to obtain an NPDES Construction Stormwater General Permit. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their Stormwater Pollution Prevention Plan (SWPPP), prior to release of approved construction plans. The SWPPP is a requirement of the NPDES Construction Stormwater General permit. A condition of approval to this effect is warranted.

CMC 15.50.090 (I) states that from October 1 through July 5, that no unworked soils shall remain exposed for more than two (2) days. This time frame may be adjusted with prior approval of the Director. However, due to the improvements proximity to the wetlands, early grading in advance of site improvements should not be allowed and a phased approach to construction should be strictly adhered to, with all disturbed soil stabilized to a condition that is acceptable to the City. A condition of approval to this effect is warranted.

Findings: Staff finds that with acceptable measures in-place, adequate provisions for erosion and sediment control can or will be made.

D. ADEQUATE PROVISIONS ARE MADE FOR OTHER PUBLIC AND PRIVATE SERVICES AND UTILITIES, PARKS AND TRAILS (E.G., PROVIDE COPIES OF PRIVATE COVENANT DOCUMENTS);

Staff: As noted throughout this report, the development is located adjacent to an existing right-of-way with existing public services and utilities. There are no proposed parks or trails on the subject property or adjacent.

Street lighting currently exists only in the center raised median along the frontage of the proposed development. The proposed site plan does not show any additional lighting along the frontage, nor are there provisions shown for relocating any of the existing illumination poles that may be impacted due to the construction of the left-turn lane for the main access road (west). The City recently installed illumination along the length of NW Pacific Rim Blvd. from NE Brady Road east to NE Payne Road. A gap in the illumination plans was left along the frontage of this parcel as the City was aware of the planned improvements for this property in the very near future. As such, a lighting study with calculations supporting the spacing shall be per the Camas Design Standards Manual and is to be submitted to the City for review and approval. The study is to evaluate the gap in the illumination along the frontage improvements. Construction of said illumination improvements will then be required as part of this development. A condition of approval to this effect is warranted.

Additionally, any existing illumination, located in the raised center median, that is impacted by the improvements for the left-turn lane are to be replaced in-kind. A condition of approval to this effect is warranted.

The onsite private improvements include the following: the stormwater conveyance, detention, and treatment system; the entire water system, both domestic and fire, located on the development side of the meters and double detector check valves; the sanitary system located development side of the valves; the parking areas, associated landscaping, and any other private improvements. These systems are not public, and the applicant will need to provide for their perpetual maintenance. A condition of approval to this effect is warranted.

FINDINGS: Staff finds that adequate provisions have or will be made for the maintenance of private improvements.

E. ADEQUATE PROVISIONS ARE MADE FOR MAINTENANCE OF PUBLIC UTILITIES; AND

Staff: The City maintains all public utilities located within the right-of-way; including the streets, storm sewer, sanitary sewer, and water system. All of the on-site utilities are to be private and maintained by the Property Owner/s. However, the applicant must provide access and utility easements to the City for the water and sewer systems serving the site. A condition of approval to this effect is warranted.

Findings: The development has proposed private utilities to serve the site, however access easements to the city will be required.

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.

Staff: The procedures for Type II permits are found at CMC§ 18.55.100 to 18.55.130, and for decision issuance at CMC§ 18.55.230. The application was initially received June 20, 2016. Staff provided comments to the applicant regarding missing information in emails and meetings with the applicant. The applicant has submitted several revisions to the city to review, with the most recent site plan drawings being dated within the month of February, 2018.

After review and analysis was concluded, the City issued a SEPA Mitigated Determination of Non-significance (MDNS). The appeal period for this consolidated decision and SEPA will run concurrently.

Findings: The review and consolidated decision are in accordance with the provisions of CMC Chapter 18.55 Administration and Procedures.

18.18.070 - IMPROVEMENTS FOR RESIDENTIAL DEVELOPMENT.

- A. *Public.* Prior to the issuance of a building permit for residential construction, all public improvements required to adequately service that portion of the plat for which the building permit will be issued shall be installed, or the developer shall provide financial surety acceptable to the city pursuant to CMC§ 17.21.050 Bonds and Other Financial Agreements.
- B. *Private.* Prior to issuance of final occupancy permits all public and private improvements shall be completed in accordance with CMC§ 17.21.070 Final Acceptance.

Findings: As provided in the conditions of approval, public improvements will be required to be completed prior to issuance of occupancy permits.

TITLE 16 CRITICAL AREA REVIEW

WETLANDS

Staff: The city must determine whether the development conforms to the purposes and performance standards of the critical areas ordinance, and assess whether the potential impacts are necessary and unavoidable (CMC§ 16.51.130). For this property, a determination of avoidance was superseded by a Settlement Agreement (Agreement). The Agreement at Section 3 states (in part), "...future development on Kate's Woods property will not directly impact any delineated wetlands, but indirect impacts (i.e., impacts to the buffer) will be allowed; provided that the applicant will preserve at least 5 feet of the buffer. Further, impact on any designated buffer areas shall be mitigated on site or off site per CMC and State Law; provided that the applicant shall be entitled to purchase at least 75% of the mitigation from an established regional wetland mitigation bank serving any drainage basins within the City of Camas. Finally, based on the report submitted from The Resource Group with

the concurrence of Ecological Land Services, the City agrees that the wetland on the Kate's Woods site (and surrounding areas) is a Category 4 wetland, as shown on the maps."

A Category 4 wetland per CMC Table 16.53.040-1, requires a 50-foot buffer. The preliminary mitigation plan indicates that the development will impact the 50-foot buffer area by 14,401 square feet (0.33 acres), and preserve a 5-foot buffer as Agreed. The mitigation plan indicates that 25% of the mitigation will occur onsite at an "enhancement ratio of 3:1. Total enhancement area is 10,801 sq. ft. as described at page 6 of the plan.

The preliminary plan indicates that 75% of the impacts (10,801 sq. ft.) will be mitigated off-site at the Columbia River Wetland Mitigation Bank (CRWMB). Category IV wetlands are compensated at a 0.85:1 ratio (Table 3) at the CRWMB. Therefore, the applicant is proposing to purchase 0.21 bank credits to compensate for the 0.25 acres (Table 2) of indirect impacts to the wetland. A condition in regard to providing evidence to the city of approval for wetland mitigation bank credits is warranted and provided with this decision.

The preliminary mitigation plan included temporary markers and sediment fencing along the wetland buffer, however it incorrectly cites the requirements for permanent demarcation at page 10. A final mitigation plan must include protection measures consistent with CMC§ 16.53.040(C), to include permanent, continuous fencing along the boundaries of wetland buffers. The fencing must be 42 inches high, vinyl-coated chain link, wooden split rail or similar, per CMC§ 16.53.040(C)(2)(a). The city also requires that wetland and buffers be placed in a conservation tract per CMC§ 16.53.040(C)(4).

A final mitigation plan is required per CMC§ 16.53.050(E)(3). The plan must incorporate the conditions of approval of the development, and include detailed construction drawings. A condition in regard to a Final mitigation plan is warranted and included.

Findings: Staff finds that the applicant proposed a combination of on-site preservation and off-site wetland bank credits per terms of the Settlement Agreement. Permanent protection measures must be included in a Final Mitigation Plan.

ARCHAEOLOGICAL RESOURCE PRESERVATION

Staff: The property is rated as having a high to moderate-high probability for having cultural resources. There are approximately 11 archaeological sites within a 1-mile radius of the property.

The applicant submitted an archaeological report meeting the standards of CMC§ 16.31.080 and CMC§ 16.31.120, titled "Pacific Rim Multi-Family Development" (March 8, 2016), prepared by Archaeological Services, LLC. The applicant provided the tribes with a copy of the report and all supporting materials by certified mail on June 22, 2016. The city did not receive any comments from the tribes by the fourteenth day from the date notification was mailed, pursuant to CMC§ 16.31.160.

The report did not recommend any further archaeological work.

Findings: The applicant has provided complete and adequate archaeological resources information in fulfillment of CMC§ 16.31.140.

CONCLUSIONS OF LAW

The following conclusions of law are based on the findings of facts as discussed throughout this report and decision.

- As proposed, SPRV16-03 conforms to the city's comprehensive plan goal of providing multifamily housing within the designated comprehensive plan area.
- As conditioned, SPRV16-03 can comply with CMC§ 18.18.060 for Site Plan development.
- As conditioned, SPRV16-03 can comply with the requirements of CMC§ 18.18.070 for completion of public improvements within a private residential development.
- As proposed, SPRV16-03 does not comply with the design standards for location of detached parking garages per CMC§ 18.19.050(B)(3)(a)(iv), CMC§ 18.11.030(B), or CMC§ 18.17.040.
- As conditioned, SPRV16-03 can comply with the off-street parking requirements for both phases with revisions as noted in this report, in accordance with CMC§ 18.11.030(B), CMC§ 18.17.040 and CMC§ 18.19.050(B)(3)(a)(i and iv).
- As conditioned, SPRV16-03 can comply with landscape provisions of CMC Chapter 18.13 and CMC§ 17.19.030(F)(1).
- As conditioned, SPRV16-03 can comply with the requirements for wetland mitigation to include submittal of a final wetland mitigation plan per CMC§ 16.53.050(E and I).
- As conditioned, SPRV16-03 can comply with the Camas Design Standards Manual for water, sewer, and stormwater improvements.

DECISION

APPROVAL of the consolidated application for Site Plan Review, Archaeological Review and Critical Area Review of **Hetherwood** (SPRV16-03) is based on the applicant's narrative, drawings, and supporting technical reports except as otherwise clarified or modified through the following conditions of approval. Further, unless otherwise waived in writing in this decision, **the development must comply with the minimum requirements of Camas Municipal Code.**

CONDITIONS OF APPROVAL

STANDARD CONDITIONS OF APPROVAL

1. Site improvement plans shall be prepared by a licensed civil engineer in Washington State and in accordance with City of Camas standards.
2. Improvements shall consist of, but are not limited to: street, water, sanitary sewer, stormwater, irrigation, landscaping, sidewalks, ADA accessibility, etc.
3. The plans shall be submitted to the City for review and approval. Under no circumstances will the applicant be allowed to begin construction prior to approval of the construction plans.
4. A 3% 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 estimate shall be submitted to the City for review and approval. The fee shall be paid prior to the construction plans being released to the Applicant or the Applicant's Consultant.

5. Installation of public improvements shall be in accordance with CMC 17.21 *Procedures for Public Improvements*.
6. 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.
7. In the event that any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease and the Applicant shall notify the Public Works Department and DAHP.
8. The Applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, including stabilization of all disturbed soil, unless otherwise directed by the Public Works Director.
9. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual.

SPECIAL CONDITIONS OF APPROVAL

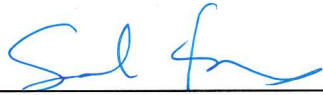
10. ~~The Applicant shall be required to replace the existing sidewalk along the frontage in order to provide a full 6-foot width and meet ADA standards. Vacant~~
11. The Applicant shall install a minimum 25-foot radius turn-around prior to the main access gate. The east access gate is for emergency use only and the gate shall be located at the top of slope and a minimum of 5-feet behind the sidewalk. Both gates shall install signs at a point visible from the public roadway informing the public that there is a locked gate ahead; an unlocked pedestrian access gate shall be installed; and the vehicle access gates are to be located in a manner that shall allow viewing of obstructions located within the swing path of the gate. Additionally, the east access gate is to have 'No Parking – Tow Away Zone' signs installed on the development side of the gate to ensure that the gate is not block.
12. The Applicant shall ~~be conditioned to~~ sign the east vehicle access into the development ~~to be as an emergency right-in / right-out~~ only access.
13. The Applicant shall remove that portion of the landscaped median on NW Pacific Rim Blvd. that allows for full directional movements to/from the primary site access (west access), including construction of an eastbound left-turn lane with a minimum 50-feet of storage and appropriate design taper to facilitate left-turns into the site.
14. The Applicant shall ensure that any new landscaping, signage, or above-ground utilities, within the right-of-way or along the site frontage shall be installed and maintained so that adequate sight distance is provided at both the primary site access (west) and the secondary site access (east) upon buildout.
15. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement for the landscaping and signage within the right-of-way and along the site frontage that states that this is the responsibility of the Property Owner/s.
16. The Applicant shall provide a basin and capacity analysis to verify that the existing 6-inch pressure sewer main has sufficient capacity for the flows identified for this development, prior to final engineering approval.
17. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement acceptable to the City for the maintenance of the on-site sanitary sewer system.
18. This project is subject to the latest edition of the Stormwater Management Manual for Western Washington (2014 SWMMWW).
19. The Applicant shall design the proposed project to include water quality treatment for stormwater runoff from impervious surfaces in excess of 5,000 square feet.

20. Prior to Engineering plan approval, the Applicant shall submit a final drainage analysis report to the City for review and approval.
21. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement acceptable to the City that states that the maintenance of the stormwater system, in its entirety, is the responsibility of the Property Owner/s.
22. The Applicant shall provide the City with written rights-of-entry to the entire storm system for inspection purposes.
23. The Applicant shall provide adequate water service to the development in order to provide for domestic water service, irrigation for landscaping, and adequate fire sprinkler flows.
24. The Applicant shall provide conditions, covenants, and restrictions (CC&R's) or a perpetual maintenance agreement acceptable to the City that states that the on-site domestic water systems, located north of the meters, shall be private and the maintenance and repair shall be the responsibility of the Property Owner.
25. The irrigation line shall include its own meter and backflow prevention device. The irrigation line shall be private, on the development side of the meter, with maintenance and repair the responsibility of the Property Owner.
26. The fire suppression system and onsite private fire hydrants, will be a private system starting at the development side of the meter, and will require annual testing by a certified company. Private hydrants are to be painted red from the factory. Annual testing, maintenance, and repair are to be the responsibility of the Property Owner/s.
27. The Applicant shall provide an Erosion Control Bond, per CMC 17.21.030, prior to release of approved construction plans.
28. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their SWPPP, prior to release of approved construction plans.
29. Due to the improvements proximity to the wetlands, early grading in advance of ~~site improvements~~ May 1st of any year shall not be permitted, ~~and a phased approach to construction shall be strictly adhered to, with all disturbed soil stabilized to a condition that is acceptable to the City.~~
30. The Applicant shall perform a lighting analysis, including calculations supporting the spacing. The analysis shall be per the Camas Design Standards Manual and is to be submitted to the City for review and approval. The study is to evaluate the gap in the illumination along the frontage improvements. Construction of said illumination improvements will then be required as part of this development.
31. The Applicant shall identify any existing illumination that will be impacted by the improvements for the left-turn lane. Any impacted illumination poles are to be replaced in-kind.
32. The Applicant shall maintain all onsite private improvements, including: the stormwater conveyance, detention, and treatment system; the entire water system, both domestic and fire, located on the development side of the meters and double detector check valves; the sanitary system located development side of the valves; the parking areas, associated landscaping, and any other private improvements.
33. The Applicant shall replace with equivalent numbers of trees and shrubs that portion of the landscaped median on NW Pacific Rim Blvd that was removed for turn lane.
34. The location of the detached garages at the front of the site along NW Pacific Rim Boulevard is not approved with this decision. Detached garages may be relocated to the rear or sides of the primary, residential structures (not along the frontage of NW Pacific Rim).

35. The applicant shall revise the parking plan for Phase 1 to correct deficiencies as described in this report, and to comply with the off-street parking requirements per CMC§ 18.11.030(B), CMC§ 18.17.040 and CMC§ 18.19.050(B)(3)(a)(i and iv).
36. A public meeting before the Design Review Committee must be held for review of the architectural design of the three apartment buildings (Parcel 126040-000), and any other structures within the parcel per CMC Chapter 18.19 Design Review. The development must receive design review approval prior to submittal of building permits. ~~Among other design requirements, the following design elements must also be addressed:~~
 - ~~Buildings shall have their principal pedestrian entrance along a street, open space or midblock passage with the exceptions of visible entrances off a courtyard.~~
 - ~~Walls shall be articulated in order to avoid a blank look and to provide a sense of scale and shall provide a minimum solid to void ratio of 70%/30%.~~
 - ~~Stoops, porches and direct individual entries should be included at ground floor units.~~
37. A public meeting before the Design Review Committee must be held for review of the architectural design of the 16 row houses (Parcel 125599-000), and any other structures on the parcel per CMC Chapter 18.19 Design Review. The development must receive design review approval prior to submittal of building permits. Among other design requirements, the following design elements must also be addressed in accordance with CMC Chapter 18.25:
 - a. No more than eight attached dwellings are permitted in a row or single group of structures per CMC§ 18.25.050.
 - b. No more than forty percent of the total square footage of the front facade of each unit may be garage door area per CMC§ 18.25.050.
38. The applicant shall install an irrigation system consistent with Sheets LS1-3 (Feb. 2018) prior to issuance of occupancy permits. Irrigation system plans shall be included with landscape plans that are submitted with engineering plan set.
39. The applicant shall revise landscape plans to comply with the required tree ratio and parking lot perimeter plantings as described in this report ~~(Landscaping 5)~~. The revised drawings should must also include at least ten additional street trees at 20-foot intervals to extend to the eastern property line a minimum of 162 trees in Phase 1 and 17 trees in Phase 2. The required trees may be balanced throughout both phases (parcels), as long as the minimum number of trees per phase are installed with development of that phase.
40. The applicant shall record a conservation covenant acceptable to the City for the wetlands and critical area buffers. A copy of the conservation covenant will be provided to the city prior to issuance of engineering site construction approval (CMC§ 16.53.040-C). Provisions for maintenance shall be included in the covenant that are consistent with the intent to maintain wetland and forest health.
41. The applicant shall provide off-site wetland mitigation at the Columbia River Mitigation Bank for approved impacts and provide the city a copy of the final contract with the wetland bank, prior to final engineering approval.
42. Wetland area shall have temporary construction fencing installed at the edge of the buffer area prior to any earth disturbing activities. Any impacts that occur during construction, must immediately be evaluated by biologist of record, and a revised mitigation plan submitted to the city for approval.
43. A Final Mitigation Plan consistent with CMC§ 16.53.050(E)(3) shall be submitted prior to final engineering approval. The final plan will include (at a minimum) **detailed construction plans**, maintenance plan, monitoring plan, and contingency plans for wetlands for a period of five years.

44. The applicant shall provide an estimate for the costs of installation, maintenance and monitoring of wetland and buffer impacts for five years to the Planning Division for approval in accordance with of CMC§ 16.51.180 (F) and CMC§ 16.53.050(I and J).
45. A financial guarantee for maintenance and monitoring of on-site mitigation in accordance with CMC§ 16.51.180 (I and J) shall be submitted prior to final engineering plan approval (per approved cost estimate), or earthmoving activities commencing (whichever is sooner).
46. On site wetland mitigation must be installed and inspected prior to building permit issuance/occupancy.
47. Wetlands buffer area shall be fenced with permanent and continuous fencing. Fencing may be split rail or vinyl coated chain link. Signs regarding wetland protection and permanent fencing shall be installed prior to building permit issuance.
48. The development is subject to multiple permits from the Fire Department. Three copies of the approved site plan and building set must be submitted for review and approval to the Fire Marshal's office.

DATED this ~~8th~~ 21st Day of March, 2018



Sarah Fox, Senior Planner

APPEALS

The Type II, consolidated Site Plan Review Decision may be appealed to the city's hearings examiner. Appeal procedures are set forth in CMC§ 18.55.200 Appeals – Generally. All appeals are initiated by filing a notice of appeal with the director within fourteen days of issuance of the decision being appealed. An appeal must be received prior to 5:00 p.m. on ~~March 22~~ April 4, 2018.

The notice of appeal shall be in writing, include the fee of \$369 and contain the following information:

- (1) Appellant's name, address and phone number;
- (2) Appellant's statement describing his or other standing to appeal;
- (3) Identification of the application which is the subject of the appeal;
- (4) Appellant's statement of grounds for the appeal and the facts upon which the appeal is based;
- (5) The relief sought, including the specific nature and extent;
- (6) A statement that the appellant has read the notice of appeal and believes the content to be true, followed by the appellant's signature.