

STAFF REPORT AND RECOMMENDATION
GRASS VALLEY MASTER PLAN DEVELOPMENT
(FILE #DA18-01, SPRV18-06, SEPA18-06, SP18-01)
DEVELOPMENT AGREEMENT, SITE PLAN REVIEW & CRITICAL AREA REVIEW

Public Hearing Date: June 12th, 2018

Applicant/Owner: Holland Partner Group
1111 Main Street #10
Vancouver, WA 98660

Location: 5700 Block of NW 38th Avenue, Camas, WA. Zoning: Regional Commercial (RC)

Parcels: 126043-000 and 126255-000

APPLICABLE LAW: The application was submitted on March 2nd, 2018, 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 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; and Chapter 18.55 Administrative Procedures. The applicant is also vested in Wetland regulations at the time of a pre-annexation Development Agreement, Auditor Recording Number 4411832-ARG.

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SUMMARY

The applicant is proposing to develop approximately 35 acres into a mixed use project using a master plan and development agreement. The project site is located at the 5700 block of NW 38th Avenue, at the southwest corner at the intersection of NW 38th Avenue and NW Fisher Creek Drive. The project area is comprised of two tax lots, #'s 126043-000 and 126255-000. Current zoning for the site is Regional Commercial (RC). Commercial uses are permitted outright in the RC zone. The multi-family component of the master plan is permitted outright when consistent with a development agreement per CMC18.07.030 Table 1, footnote #10. Development agreements may set forth standards applicable to uses in the master plan, as per CMC18.55.

The applicant's narrative indicates that the proposed development includes three office buildings, totaling 271,400 square feet in area, a 20,000 square foot commercial space for retail artisan market, and 276 apartment units within 12 3-story buildings. The proposal also includes dividing the commercial parcel into four lots through a short plat.

The site is bordered to the north by NW 38th Avenue and vacant land across the street (zoned RC), to the west by Fisher Creek and its associated wetlands (Zoned RC), to the south by Awbrey Glen subdivision (Vancouver R-9 zoning), and to the east is Fisher Creek Drive, Fisher Investment Campus, and some single family homes on commercial lots.

This project is subject to approval of a Master Plan and Development Agreement with the city, including site plan review, SEPA, Short Plat Criteria, and Design Review.

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 Regional Commercial district both as a comprehensive plan and a zoning designation. The RC zone allows for a variety of employment related uses, and for mixed use projects incorporating select residential elements, as per Camas Municipal Code 18.07.030 Table 1, footnote #10. The following comprehensive plan polices can be met either as proposed, or conditioned herein:

LU-1.1: Ensure the appropriate mix of commercial-, residential-, and industrial-zoned land to accommodate the City's share of the regional population and employment projections for the 20-year planning horizon.

LU-1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.

LU-2: Create a diversified economy and serve Camas residents and tourists by providing sufficient land throughout the City to support a variety of business types and employment opportunities.

LU-2.1: Attract and encourage a balance of new commercial, light industrial, and knowledge-based business, medical, and high-tech uses, and the expansion of existing businesses to provide regional and local employment.

LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.

LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.

LU-3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.

LU-5: To foster economically and socially diverse mixed neighborhoods as the foundation for a healthy city, which includes meeting the multi-modal transportation, housing, employment, education, recreation, and health needs of the citizens.

LU-5.1: Mixed-use developments should be unique to the area in which they are located and encourage small business development, a mix of housing types to ensure affordability, and pedestrian and transit connections, and designed to be sensitive to the natural environment.

H-1.1: Provide a range of housing options to support all ages and income levels.

H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.

H-2.1: Support and encourage a wide variety of housing types throughout the City to provide choice, diversity, and affordability and promote homeownership.

NE-2.8: Ensure that development throughout the City meets or exceeds standards and practices for long-term wetland protection and mitigation.

T-1.1: Maintain the livability of Camas through proper location and design of transportation facilities, consistent with the Camas Transportation Plan map and 6-year street plan (Appendix C).

T-1.5: Provide attractive streetscapes through design standards that encourage appropriate traffic volumes, speeds, and multi-modal safety.

T-1.6: Minimize access to new development and redevelopment along the City's arterials, and consolidate access

points when spacing is insufficient.

T-1.7: Include enhanced roadway features such as roundabouts, decorative lighting, and landscaping for gateways.

FINDING: While this isn't an exhaustive list of all applicable comprehensive plan policies, it is a well-rounded sample of policies that are supported through this proposed development. As proposed, this section can be met.

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

Staff: Site development standards for the Regional Commercial district lot size, building height, setbacks from property lines, landscaping, parking, and unit density. At the time of publication of this staff report, the design review committee has not met to make a formal recommendation. A separate memorandum with a recommendation will be provided at the time of hearing. Otherwise, a condition of approval will be necessary to require design review to be conducted prior to any building permit issuance.

[Apartments] Density and dimensional standards for the RC zone are listed in CMC18.09.030 Table 1. There are no minimum, or maximum densities listed for the RC zone. As such, the proposed 276 apartment units for the site can be supported by this code section, which averages to be approximately 18.5 units per acre. Similarly, there are no minimum setback standards contained in the use table. Rather, setbacks, buffers, building height and other dimensional standards are determined through the design review process.

There are several different apartment building structures proposed, all of which are three stories tall, or 38'. These are average heights for typical three story apartment units and are generally consistent with the existing apartments located to the west of the project site on the west side of Fisher Creek. The applicant's narrative addresses this on page 9 of the design review narrative submitted to the record. Setbacks proposed building 1 is set back from the front property line by 37' and 20' from the eastern property line, buildings 2-5 are separated from the eastern property line by 20', buildings 5-7 are separated from the southern property line by 35', and buildings 7-12 and the clubhouse are separated from the western property line by several hundred feet which includes the wetland and Fisher Creek. The clubhouse is setback 25' from the front property line.

Design review recommends that "higher density structures that abut lower density residential structures should be designed to mitigate size and scale differences. In some cases, creating a natural buffer may be appropriate." This is listed on page 6 of the design review manual. The original proposal by the applicant sought approval to have the three southern apartment buildings be set back from the southern property line by 15'. Immediately to the south of that line are ten (10) single family dwelling units located in the Awbry Glen subdivision. Concern has been raised by those neighbors regarding the location of the buildings and associated parking relative to the property line. The applicant has since refined their proposal to move the buildings (#'s 5-7) to 35' from the property line and they rotated the orientation of building #7 to help provide further separation. The revised plans also include a proposal to install a new 6' tall sight obscuring fence along the property line and plant 32' evergreen trees and approximately 137 shrubs to be on the apartment side of the new fence to help create a natural buffer between the existing homes and the proposed apartments. The applicant also proposes to landscape the southern ends of the two parking areas located between the southern buildings to help mitigate light and the visual impact of cars to the neighbors to the south.

[Commercial Buildings] The retail/restaurant space is located at the southwest corner of the intersection of NW 38th Avenue and NW Fisher Creek Drive. Building orientation and pedestrian access can meet the intent of the code and comprehensive plan by provide a pedestrian scale design. The setbacks for the market are 14' to the northern property line, and 41' to the eastern property line.

The three office buildings are located more centrally to the commercial portion of the development. Office building 1 is 57' tall and setback approximately 140' from the front property line on 38th Avenue. Office buildings 2 and 3 are both 51' tall and are set back from 38th by 215' and 470' respectively. They are also setback from the apartment site by approximately 270'. In all cases the centralized location of the office buildings combined with the proposed landscaping helps soften the scale of the commercial development along the 38th Avenue gateway corridor. Pedestrian access is integrated throughout the commercial portion of the site.

FINDING: As proposed, this project can meet the density and dimensional standards for both the commercial and residential portions of the project.

[Architectural Design] Design Review approval is required for all new commercial and multi-family developments 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. At the time of the publication of this staff report the applicant has not yet held a meeting with the Design Review Committee.

FINDING FOR DESIGN REVIEW: As conditioned, this section can be met.

[Parking] The off-street parking requirements for apartments are based on the unit size and per CMC Chapter 18.11 Parking. The applicant is proposing parking for all buildings on site. For the commercial space the applicant is providing a total of 1007 parking stalls. The Office buildings required a total of 629 stalls, the market building requires a total of 80 stalls, for a total minimum of 709 parking spaces. The proposed parking areas for the commercial site meet minimum dimensional standards for stall width and depth as well as aisle width. ADA parking spaces are provided at the entrances to all commercial buildings. Total number and location of ADA parking spaces will be finalized at the time of building permit review. The applicant is proposing heavy landscaping between all proposed parking stalls and the public right of way.

The residential parking area contains a total of 493 parking stalls, which includes 14 ADA stalls, 124 carport stalls and 87 garages. The total parking required for the apartment site is 516 spaces, which leaves a deficit of 23 parking spaces. The applicant indicates in the narrative on page 12 that they will provide a joint use parking arrangement for the excess spaces located in the office complex. A joint use parking agreement and associated covenant shall be provided to the city prior to final occupancy of the first office building and is permissible as per CMC 18.11. A condition to this effect is warranted.

FINDINGS FOR PARKING: As proposed and conditioned the off-street parking requirements can be met for this project.

[Landscaping] Both commercial and residential components have detailed landscaping plans. The entire frontage along NW 38th Avenue is considered a Gateway Corridor for the City of Camas. As such, there are specific principles and guidelines that are applicable to the landscaping and improvements for the frontage. As conditioned herein, the applicant shall have a formal review with the Design Review Committee to analyze the proposed landscaping plan for the gateway corridor. Additionally, there are also specific design principles and guidelines for landscaping, setbacks, and architecture for multi-family residential as listed on page 6 of the Design Review Manual.

FINDINGS FOR LANDSCAPING: As conditioned, this section can be met.

[Design Review] A meeting was held with the Design Review Committee (DRC) for this project on Wednesday May 30th, 2018. The DRC unanimously recommended approval for the project as proposed with the following two comments for the record. First, Committee Member Short asked why the southernmost three apartment buildings couldn't be two stories instead of three. Second, Committee Member Short did suggest that a condition of approval be added that the southern boundary planning plan maintain a tree placement of one for every ten feet along the boundary line. A condition has been added accordingly.

FINDINGS FOR LANDSCAPING: As conditioned, this section can be met.

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

NW 38th Avenue:

The project is located on the south side of NW 38th Avenue. NW 38th Avenue is a fully improved 3-lane arterial with bike lanes, sidewalks, and illumination on both sides of the roadway. Additionally, there is underground power and a joint utility trench located on the south side of the roadway behind the curb line. As such, Staff finds that additional right-of-way will not be required and frontage improvements will be limited to improvements required to allow for access to the development.

The extension of NW 38th Avenue to the west through the wetlands to SE 20th Avenue was completed in 2013. As this is a relatively new roadway, Staff finds that it is appropriate to require that the Applicant mitigate for any open trench cuts in the roadway. As such the development shall be conditioned to provide a minimum 0.17' depth pavement grind and inlay for the full width of the affected travel lane/s and a minimum of 12-feet either side of any trenches as surface restoration. Additional surface restoration work shall include replacement of all pavement markings that are removed during the course of the work. Prior to occupancy of the first building, the Applicant shall be conditioned to provide a minimum 0.17' depth pavement grind and inlay for the full width of the affected travel lane/s and a minimum of 12-feet either side of any trenches as surface restoration. Additional surface restoration work shall include replacement of all pavement markings that are removed during the course of the work.

The Grass Valley development is proposing two full access driveways (including the left-out movement) off NW 38th Avenue. The western access is into the apartment complex and the eastern access is into the business park, with an additional future access into the business park off NW Fisher Creek Drive. The two proposed access driveways to NW 38th Avenue are spaced 760-feet apart, which meets the minimum access spacing standard of 660-feet on an arterial. The west access onto 38th Avenue meets all minimum access spacing standards for an arterial roadway and can therefore be approved as a full access driveway.

The eastern access is located approximately 310-feet from the intersection of NW 38th Avenue and NW Fisher Creek Drive, which does not meet the minimum access spacing standard on an arterial. Additionally, the intersection of NW 38th Avenue and SE Bybee Road, while located on the north side, is approximately 100-feet from the east access. As the minimum access spacing standard is not being met for the east access from both SE Bybee Road and NW Fisher Creek Drive, this entrance shall be restricted to a right-in / right-out only access. The applicant shall be required to construct a physical barrier and include appropriate signage and markings for a right-in and right-out only access. The proposed physical barrier is to be reviewed and approved by the City as part of the construction drawings. A condition of approval to this effect is warranted. The east driveway access to 38th Avenue shall be restricted to a right-in / right-out only access and the applicant shall be required to construct a physical barrier and include appropriate signage and markings to prohibit left-turn movements. The proposed physical barrier shall be reviewed and approved prior to engineering plan approval.

NW Fisher Creek Drive:

NW Fisher Creek Drive is a two-lane private road with a gated entry that currently provides access to the Fisher Investment Campus employees only. The existing road transitions (north to south) from a 40-foot paved road to a 26-foot paved road, with curb & gutter on both sides, and a varying width sidewalk on the east side along the proposed development frontage. The Applicant has proposed to keep the roadway private and to widen the paved roadway along their frontage in varying widths from 52-feet to 38-feet, and construct curb and gutter with minimum 5-foot wide sidewalks and landscaping.

Staff finds that the use of NW Fisher Creek Drive is essential for traffic circulation for this development and that the proposed improvements will meet the City's private road standards. The Applicant shall acquire the necessary rights for access to NW Fisher Creek Drive from the Owner of this private roadway. A condition to this effect is warranted. Prior to Final Occupancy of the first commercial building, the Applicant shall acquire the necessary rights for access to NW Fisher Creek Drive from the Owner of this private roadway.

Maintenance of the landscaping, signage, and other physical structures that provide traffic control to-and-from the site, within the right-of-way or along the site frontage of NW 38th Avenue and NW Fisher Creek Drive shall be maintained by the Property Owner/s. A condition of approval to this effect is warranted. Prior to occupancy of the first building, the Applicant shall provide conditions, covenants, and restrictions (CC&R's.) or a perpetual maintenance agreement, for the landscaping, signage, and other physical structures that provide traffic control to-and-from the site, within the right-of-way and along the site frontage that states that this is the responsibility of the Property Owner/s.

There is an existing traffic signal at the intersection of NW 38th Avenue and Fisher Creek Drive that has not been turned on since installed by the City a number of years ago. The signal will be required for development of the site and the City will be responsible for turning the signal on. However, the applicant will be required to repair any damage to the asphalt, signal loops, or other components of the intersection that are disrupted with their proposed work. A condition of approval to this effect is warranted. Prior to occupancy of the first building, the

Applicant shall be required to repair any damage to the asphalt, signal loops, or other components of the Fisher Creek Drive and NW 38th Avenue intersection that are disrupted with their proposed work. The City will be responsible for turning the signal on at this intersection.

NW 38th Avenue experiences a significant amount of A.M. and P.M. peak hour traffic. As such, a higher level of traffic control planning (TCP) that includes 'Trucks Entering Road' signage shall be required. Additionally, construction traffic circulation shall be subject to review and change. A condition of approval to this effect is warranted. A traffic control plan (TCP) addressing construction traffic circulation and the use of signage for 'Trucks Entering Road' shall be submitted to the City for review prior to start of construction and said TCP shall be subject to change throughout the construction phase.

Finding: Staff finds as proposed and conditioned, this section can be met.

TRAFFIC AND TRANSPORTATION

Traffic and Transportation

A traffic impact analysis (TIA), dated February 28, 2018, was prepared and submitted by Kittelson & Associates, for the proposed development. The TIA states that the proposed development can be constructed while maintaining acceptable levels of service and safety on the surrounding transportation system assuming the recommended mitigation measures are implemented. The findings and recommendations of the TIA are as follows:

Findings:

- The proposed mixed-use development is estimated to generate 5,037 net new weekday trips, including 535 during the a.m. peak hour (388 in, 147 out) and 522 during the p.m. peak hour (166 in, 356 out).
- Under Scenario 1 (the anticipated build condition), year 2021 total traffic conditions, the SE 20th Street/SE 192nd Avenue intersection in the City of Vancouver requires mitigation to comply with City of Vancouver operating standards during the weekday p.m. peak hour.
 - Mitigation to restore acceptable operations includes provisions for a second westbound left-turn lane and traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.

In accordance with the TIA, Staff finds that the mitigation measures provided are adequate to serve the proposed development. As such, staff finds the applicant shall be required to mitigate the impacts at the SE 20th Street/SE 192nd Avenue intersection through the addition of a second westbound left-turn lane, and through traffic signal retiming that allocates additional green time to the primary traffic patterns along NE 192nd Avenue. A condition of approval to this effect is warranted. Prior to occupancy of the first building, the Applicant shall be required to mitigate the impacts at the SE 20th Street/SE 192nd Avenue intersection through the addition of a second westbound left-turn lane, and through traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.

Site Distance:

Based on the information provided in the TIA, it appears that sight distance requirements can be met at the two stop-controlled driveways proposed on NW 38th Avenue, with the western most driveway permitted as full-access and the eastern driveway restricted to a right-in / right-out only driveway. Additionally, it appears that sight distance requirements can be met at the two stop-controlled driveways proposed on Fisher Creek Drive (private road). However, the Applicant shall be required to provide sight distance triangles during civil engineering plan review that addresses landscaping and signage installation in accordance with the City's Design Standards Manual. A condition of approval to this effect is warranted. Prior to Civil Engineering Plan approval, the Applicant shall be required to provide sight distance triangles at all driveway locations in

Findings: This section can be met as conditioned and proposed.

SANITARY SEWAGE DISPOSAL

There is an existing 10-inch STEF (gravity) line located on south and west sides of the proposed site that flows to the City's 38th Avenue Pump Station which then discharges to an existing 10-inch PVC force main located in the south side of NW 38th Avenue. There are no existing laterals stubbed to the Applicant's site.

The Applicant is proposing to tie into the existing STEF line to the south and west of the development. Each of the twelve (12) apartment buildings and the four (4) business park buildings will be served via separate gravity laterals to a STEF tank that will discharge to the proposed on-site STEF system which ultimately connects to the City's existing 10-inch STEF line. Staff finds that the proposed system will meet the intent of the City's Design Standards Manual and that there is adequate capacity in the existing system to serve the proposed site.

The proposed on-site sanitary system from the buildings, through the STEF tanks, and to the City's existing STEF main on the south and west side of the site 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. The Applicant shall provide conditions, covenants, and restrictions (CC&R's), or a perpetual maintenance agreement, acceptable to the City for the private maintenance of the on-site sanitary sewer system that includes lines and services from the buildings, through the STEF tanks, and to the City's existing STEF main.

Finding: As proposed and conditioned this section can be met.

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 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. This project is subject to the latest edition of Ecology's Stormwater Management Manual for Western Washington (2014 SWMMWW).

A preliminary drainage analysis, dated February 22, 2018, was prepared by Olson Engineering, Inc. The proposed development is approximately 35.5 acres in size, consisting of 15 acres of office campus and 20.5 acres of multi-family development. The preliminary drainage analysis proposes that stormwater be captured and routed to bioretention facilities for treatment and to one of two detention ponds for quantity control prior to being released to the existing wetland location along the west boundary of the site. Additionally, a small portion of the site will be discharged to the existing stormwater system for the Fisher Creek Campus.

The preliminary analysis demonstrates that the Applicant can or will make adequate provisions for the detention and treatment of stormwater runoff from the site. Prior to final engineering approval the Applicant is to submit a final drainage analysis report to the City for review and approval. A condition of approval to this effect is warranted. Prior to final engineering approval, the Applicant shall submit a final drainage analysis report to the City for review and approval.

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. Prior to occupancy of the first building, 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. The City will have rights-of-entry to the entire system for inspection purposes.

Finding: As proposed and conditioned this section can be met

WATER

There is an existing 12-inch ductile iron water main located in the north side of NW 38th Avenue. There are no existing water services stubbed to the applicant's proposed site. The Applicant has proposed a looped water system that connects to the existing line in NW 38th Avenue at the two driveway access locations. The looped system will also serve an irrigation system for landscaping, and a fire suppression system that includes on-site hydrants and sprinklered buildings. To provide redundant service and better water circulation throughout the site, the applicant shall also be required to connect the looped water system to the existing 12-inch waterline in NW Fisher Creek Drive. A condition of approval to this effect is warranted. Additionally, the Applicant shall be

required to secure a public access easement for the waterline connection on NW Fisher Creek Drive. A condition of approval to this effect is warranted. With the water system connected at NW Fisher Creek Drive, the applicant may remove the eastern-most connection to NW 38th Avenue if desired. Prior to final engineering plan approval, the Applicant shall design the water system to include a looped system throughout the site that connects to NW 38th Avenue and to NW Fisher Creek Drive. The Applicant shall be required to secure a public access easement for the waterline connection on NW Fisher Creek Drive.

Because of the size and complexity of the on-site looped system, the waterlines will be publicly owned and maintained up to each individual water meter serving each building. As such, the Applicant shall provide an easement over the water system to allow access and maintenance by the City. A condition of approval to this effect is warranted. Prior to occupancy of the first building, the Applicant shall provide an easement over the water system to allow access and maintenance by the City.

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. 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. All improvements shall be shown on the plans prior to final engineering approval.

Individual fire lines are proposed for each building to be tapped at the main and will include a meter and a double check valve assembly (DCVA) vault. Each of these fire lines will end at an FDC at the face of each building, or at least within 75' of each fire hydrant. The fire suppression system for each building will be a private system starting at the development side of the meter, and will require annual testing by a certified company. A condition of approval to this effect is warranted. The fire suppression system will be a private system starting at the development side of the meter, and will require annual testing by a certified company.

As identified in this staff report, the application materials and the submitted preliminary plans, Staff concurs that this project can or will comply with all applicable development standards CMC 17.19 and the CDSM.

Finding: As proposed and conditioned this section can be met.

EROSION CONTROL

Staff: 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 early clearing and grading construction plans. A condition of approval to this effect is warranted. The Applicant shall provide an Erosion Control Bond, per CMC 17.21.030, prior to release of approved early clearing and grading construction plans.

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 early clearing and grading plans. The SWPPP is a requirement of the NPDES Construction Stormwater General permit. A condition of approval to this effect is warranted. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their SWPPP, prior to release of approved early clearing and grading plans.

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. The two (2) day window for unworked soils shall be strictly adhered to if an early grading permit is issued prior to July 5th. The Applicant shall ensure that if an early grading permit is issued that all disturbed soil that goes unworked for two days shall be stabilized in a manner that is acceptable to the City. A condition of approval to this effect is warranted. The Applicant shall ensure that if an early grading permit is issued that all disturbed soil that goes unworked for two days, in accordance with CMC 15.50.090(I), shall be stabilized in a manner that is acceptable to the City.

Finding: Staff finds that adequate provisions can or will be made for water, stormwater, sanitary sewer and erosion control improvements that will be consistent with City requirements.

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

Street Lighting

Street lighting currently exists along the NW 38th Avenue frontage of the proposed development. Should the existing lighting be impacted by construction of the proposed driveway locations, landscaping, or other site features, a lighting analysis shall be performed evaluating the conditions per the Camas Design Standards Manual, and is to be submitted to the City for review and approval. A condition of approval to this effect is warranted. Should the existing lighting on NW 38th Avenue be impacted by construction of the proposed driveway locations, landscaping, or other site features, prior to final engineering approval, the Applicant shall perform a lighting analysis evaluating the existing conditions. The analysis shall be per the Camas Design Standards Manual and is to be submitted to the City for review and approval.

Street lighting exists only on the east side of NW Fisher Creek Drive. The proposed site plan does not show any additional lighting along the NW Fisher Creek Drive frontage. As such, a lighting analysis, evaluating the existing conditions and with calculations supporting spacing shall be required 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. The Applicant shall perform a lighting analysis, evaluating the existing conditions, 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.

Private Services and Utilities

The Applicant is to maintain all onsite private improvements, including: the stormwater conveyance, detention, and treatment system; the fire system located on the development side of the meters and double detector check valves; the sanitary system from the existing city-owned STEF main to the buildings; the parking areas, associated landscaping, and any other private improvements. A condition of approval to this effect is warranted. The Applicant shall maintain all onsite private improvements, including: the stormwater conveyance, detention, and treatment system; the fire system located on the development side of the meters and double detector check valves; the sanitary system from the existing City-owned STEF main to the buildings; the parking areas, associated landscaping, and any other private improvements.

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

The City maintains all public utilities located within the right-of-way; including the streets, storm sewer, sanitary sewer, and water system. Most of the on-site utilities are to be private and maintained by the Property Owner/s. However, there is to be an acceptable access and utility easement to the City for the water and sewer systems serving the site that are intended to be publicly owned as discussed above. A condition of approval to this effect is warranted. The Applicant shall grant and record acceptable access and utility easements to the City over the water and sewer systems serving the site that are intended to be publicly owned as discussed above.

Findings: As conditioned this section can be met.

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 is also subject to Master Plan review and approval of the City Council through a Development Agreement, as per CMC 18.07.030 footnote #10. SEPA and Design review are also required. The application was received on March 2nd, 2018. After review and analysis was concluded, the City issued a SEPA Determination of Non-significance (DNS). A public hearing before the City Council will be set in accordance with notice procedures listed in CMC 18.55.

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 17 SHORT PLAT

SHORT PLAT CRITERIA

1. THE PROPOSED SHORT PLAT IS IN CONFORMANCE WITH THE CAMAS COMPREHENSIVE PLAN, NEIGHBORHOOD TRAFFIC MANAGEMENT PLAN, CAMAS PARKS AND OPEN SPACE COMPREHENSIVE PLAN, AND ANY OTHER CITY ADOPTED PLANS;

Staff: The subject property is located within the RC zone and is currently fronted by a fully improved public right of way with NW 38th Avenue. The short plat is only for the commercial portion of the project site taking parcel number 126255-000 and dividing it into four lots to correspond with each of the four commercial buildings. The proposed short plat does comply with the comprehensive plan for the underlying designation for parcel sizes, the lot has frontage and access, and no parks or open spaces are required at this stage of development for short platting.

Finding: The short plat is in conformance with city plans.

2. PROVISIONS HAVE BEEN MADE FOR WATER, STORM DRAINAGE, EROSION CONTROL AND SANITARY SEWAGE DISPOSAL FOR THE SHORT PLAT WHICH ARE CONSISTENT WITH CURRENT STANDARDS AND PLANS AS ADOPTED IN THE CAMAS DESIGN STANDARD MANUAL;

Staff: As discussed above, the applicant is proposing to provide water system improvements, sanitary sewage disposal, and the stormwater system to serve the proposed uses; including the multi-family component and the commercial component that are generally consistent with the Camas Design Standards Manual. Staff has recommended additional conditions be placed on the Applicant to ensure full compliance. As conditioned, the proposed improvements can and will meet the requirements of the Camas Design Standards Manual (CDSM), and the requirements of the Camas Stormwater Design Standards Manual (CSDSM).

Finding: As proposed and conditioned herein, this section can be met.

3. PROVISIONS HAVE BEEN MADE FOR ROADS, UTILITIES, STREET LIGHTING, STREET TREES, AND OTHER IMPROVEMENTS THAT ARE CONSISTENT WITH THE SIX-YEAR STREET PLAN, THE CAMAS DESIGN STANDARD MANUAL AND OTHER STATE ADOPTED STANDARDS AND PLANS;

Staff: No new public roads are proposed with the short plat. NW 38th Avenue is fully built and contains street lighting, landscaping, and other improvements that are consistent with the CDSM. NW Fisher Creek Drive is an existing improved private road that the Applicant is proposing to make additional improvements to that are consistent with the Camas Municipal Code and CDSM. Access into the site is discussed above, and as conditioned, will meet the City's standards. Utilities are proposed to be extended into the site to provide service to each of the buildings.

Staff finds that, as conditioned in this staff report, the applicant can or will make adequate provisions for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual, and other state adopted standards and plans.

Finding: As proposed and conditioned herein, this section can be met.

4. PROVISIONS HAVE BEEN MADE FOR DEDICATIONS, EASEMENTS AND RESERVATIONS;

Staff: As discussed above, the applicant will be required to acquire and provide a number of different easements and access agreements.

Staff finds that the use of NW Fisher Creek Drive is essential for traffic circulation for this development and that the Applicant will need to acquire the necessary rights for access to NW Fisher Creek Drive from the Owner of this private roadway.

Staff finds the Applicant shall provide conditions, covenants, and restrictions (CC&R's), or a perpetual maintenance agreement, acceptable to the City for the private maintenance of the on-site sanitary sewer system that includes lines and services from the buildings, through the STEF tanks, and to the City's existing STEF main.

Staff finds 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. The City will have rights-of-entry to the entire system for inspection purposes.

Staff also finds the Applicant shall be required to secure a public access easement for the waterline connection on NW Fisher Creek Drive and an easement over the components of the public water system to allow access and maintenance by the City.

Staff finds that the Applicant shall grant and record acceptable access and utility easements to the City over the water and sewer systems serving the site that are intended to be publicly owned as discussed above.

Finding: As proposed and conditioned herein, this section can be met.

5. APPROPRIATE PROVISIONS ARE MADE TO ADDRESS ALL IMPACTS IDENTIFIED BY THE TRANSPORTATION IMPACT STUDY;

Staff: A transportation impact study, dated February 28, 2018, was completed by Kittelson and Associates and submitted with the Applicant's proposal. Staff concurs with the analysis and the applicant is proposing to complete all mitigation provided for in the study. Additional conditions have been recommended by Staff in other sections of this staff report. As conditioned, the applicant can or will make the necessary improvements to address all impacts identified by the transportation impact study.

Finding: As proposed and conditioned herein, this section can be met.

6. THE DESIGN, SHAPE AND ORIENTATION OF THE PROPOSED LOTS ARE APPROPRIATE TO THE PROPOSED USE FOR WHICH THE LOTS ARE INTENDED;

Staff: Each of the four proposed commercial lots are large enough to accommodate each respective building and associated parking.

Finding: As proposed and conditioned herein, this section can be met.

7. PROVISIONS ARE MADE FOR THE MAINTENANCE OF COMMONLY OWNED PRIVATE FACILITIES;

Staff: NW Fisher Creek Drive is a private road that is owned by the Fisher Creek Campus, LLC. The applicant is proposing to improve the frontage along the west side of NW Fisher Creek Drive, and thereby providing two access driveways into the commercial portion of the development.

Staff finds that prior to final short plat approval, an access and maintenance agreement be recorded or applicable language in the Conditions, Covenants and Restrictions for the development be included regarding maintenance of NW Fisher Creek Drive, including sidewalks, irrigation, landscaping, and if applicable street lighting.

The short plat is comprised of four individual buildings; each with its own parking lot, potable water meter, fire system, stormwater facilities, sanitary STEF tank, landscaping, irrigation including meters and backflow prevention, and parking lot illumination. Staff finds that the applicant should be required to record an ownership and maintenance agreement or include applicable language in the Conditions, Covenants and Restrictions for the development that identifies the specific ownership and maintenance responsibilities for the parking lots, potable water meters, fire system, stormwater system, sanitary sewer system, landscaping, irrigation including meters and backflow prevention, parking lot illumination and any other shared infrastructure.

Finding: As proposed and conditioned herein, this section can be met.

8. THE SHORT PLAT COMPLIES WITH THE RELEVANT REQUIREMENTS OF THE CAMAS LAND DEVELOPMENT AND ZONING CODES, AND ALL OTHER RELEVANT LOCAL REGULATIONS; AND
TITLE 18- ZONING

Staff: As discussed earlier in this report, the RC dimensional standards are contained in CMC 18.09.030 Table 1. As proposed the four commercial lots will all be large enough to accommodate the buildings proposed for them along with the associated parking, landscaping and access to the properties. All applicable site plan criteria has been addressed herein, and as such the proposed short plan can comply with zoning.

Finding: Staff finds the preliminary short plat can and will meet the relevant requirements of Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, as discussed throughout this report. Staff also finds the proposed development can and will meet all other relevant requirement for stormwater and erosion control per CMC Title 14.

9. THAT THE PLAT MEETS THE REQUIREMENTS OF CHAPTER 58.17 RCW AND OTHER APPLICABLE STATE AND LOCAL LAWS WHICH WERE IN EFFECT AT THE TIME OF PRELIMINARY PLAT APPROVAL.

Finding: Staff finds that the proposed preliminary short plat can or will meet the requirements of RCW 58.17 and other applicable state and local laws that are in effect at the time of final platting. The final short plat will be processed in accordance with the requirements of CMC 17.21.060.

WETLAND

Staff: The applicant has provided the following critical areas reports for the on-site wetlands; Wetland Delineation and Assessment dated January 26, 2018; Fish and Wildlife Habitat Conservation Areas Assessment dated January 23rd, 2018; and Preliminary Wetland Mitigation Plan dated February 23rd, 2018.

There are two wetlands located on site located at the west end of the residential site. The applicant's wetland delineation report identifies Wetland A as the wetlands associated with the Fisher Creek Swale, and Wetland B is an excavated and bermed farm pond surrounded by Wetland A, as listed on page 5 of the submitted report. Both wetlands are classified as Category IV wetlands. No direct impacts or fill is proposed for either wetland.

It is important to note that the subject site has vesting to a recorded pre-annexation development agreement (DA) whereby the property is vested to the Critical Areas Regulations at the time of recording of the DA, which was January 11th, 2008 (Auditor file number 4411832). Specifically, section 4.1 of the agreement contains the vesting language as applicable to this site. As such, the critical areas regulations in place at the time will be used for compliance for this project.

Table 16.60.040-1 contains the buffers required for Category IV wetlands with High Intensity uses as a 50' minimum buffer. High intensity residential uses are listed in Table 16.60.040-4 as anything with a density greater than one unit per acre. As such, this site is subject to the minimum buffer width of 50'.

The applicant is seeking approval to reduce the 50' buffer width to a 40' moderate intensity buffer width to include a mitigation strategy to heavily plant within the first 30' of the buffer to allow for a pedestrian trail along the 40-50' buffer line. Page 3 of the Preliminary Wetland Mitigation Plan outlines the parameters of the buffer reduction request and lists buffer mitigation goals and objectives. Specifically, objective 1 is to offer enhancement of the buffer to improve plant diversity by planting a total of 1.1 acres with native trees and shrubs. This will be to help remove the reed canary grass monoculture that has been established. Objective 2 is to increase the habitat and diversity for the buffer area with the proposed plantings to allow for better wildlife use of the area. In total, the applicant is proposing to plant 239 trees and 478 shrubs within the buffer area.

As per CMC16.60.040(C)(2) the outer edge of the wetland buffer is required to have permanent physical demarcation along the upland boundary of the wetland buffer. The buffer may consist of logs, a tree or hedgerow, fencing, or other prominent physical marking approved by the city. Small signs are also required to be posted at an interval of one every one hundred feet along the barrier line. All signage and buffer demarcation shall be maintained by the underlying property owner. Based on the buffer reduction criteria listed in CMC16.60.050(C)(1)(b), and with the proposed mitigation and enhancement for the buffer, staff can support the reduction and mitigation as proposed and conditioned herein.

The applicant provided a wildlife habitat and assessment for the project. Current Clark County GIS mapping indicates there is a Riparian Habitat associated with the wetlands identified on site. The applicant's habitat assessment confirms this on pages 2 and 3 as well as with figure 4 of the report. Page 3 indicates that there are no known state or federally designated endangered, threatened, and/or sensitive species or their habitats observed within the study area during on-site visits. The also reviewed agency maps, which also do not indicate that there are identified species or associated habitats in the subject area.

Page 3 of the habitat report does indicate that the subject site and its wetlands are considered a Priority Habitat as identified by the Washington Department of Fish and Wildlife (WDFW). The study area contains two Oregon White oaks, and a Type F Stream. The oaks are not proposed to be removed, nor will there be any direct impact to the Type F stream. The riparian habitat area and oaks are all within the proposed buffer.

The applicant shall provide the city with a final mitigation monitoring and maintenance plan prior to the issuance of any building permit, as per CMC16.60.050.

Findings: As conditioned, this section can be met.

ARCHAEOLOGICAL RESOURCE PRESERVATION

Staff: The applicant provided a detailed archeological survey that found no evidence of cultural or historic artifact during the site investigation. The cultural survey was provided to all local Native American Tribes, as well as the Department of Archeology and Historic Preservation.

In the event that cultural resources are discovered during the course of construction an inadvertent discovery plan was prepared by the applicant:

- In the event that any archaeological or historic materials are encountered during project activity, work in the immediate area (initially allowing for a 100-foot buffer; this number may vary by circumstance) must stop and the following actions taken:
- Implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering;
 - Take reasonable steps to ensure the confidentiality of the discovery site; and
 - Take reasonable steps to restrict access to the site of discovery. The project proponent shall notify the concerned tribes and all appropriate city, county, state, and federal agencies, including the Washington State Department of Archaeology and Historical Preservation. (CMC 16.31.150(D))

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, SPRV18-06 conforms to the city's comprehensive plan goal of providing multifamily housing within the designated comprehensive plan area.
- As conditioned, SPRV18-06 can comply with CMC§ 18.18.060 for Site Plan development.
- As conditioned, SPRV18-06 can comply with the requirements of CMC§ 18.18.070 for completion of public improvements within a private residential development.
- As conditioned, SPRV18-03 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, SPRV18-06 can comply with landscape provisions of CMC Chapter 18.13 and CMC§ 17.19.030(F)(1).
- As conditioned, SPRV18-06 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, SPRV18-06 can comply with the Camas Design Standards Manual for water, sewer, and stormwater improvements.

RECOMMENDATION

Recommendation of APPROVAL of the application for Site Plan Review, Design Review, Archaeological Review and Critical Area Review of Grass Valley Master Plan (SPRV18-06) 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

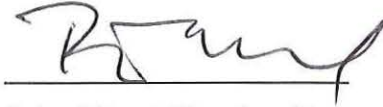
CONDITIONS OF APPROVAL

1. Site improvement plans shall be prepared by a licensed civil engineer in Washington State and in accordance with City of Camas standards.
2. 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.
3. 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.
4. Installation of public improvements shall be in accordance with CMC 17.21 *Procedures for Public Improvements*.
5. 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.
6. 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 Community Development Department and DAHP.
7. 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.
8. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual.
9. *Prior to occupancy of the first building, the Applicant shall be conditioned to provide a minimum 0.17' depth pavement grind and inlay for the full width of the affected travel lane/s and a minimum of 12-feet either side of any trenches as surface restoration. Additional surface restoration work shall include replacement of all pavement markings that are removed during the course of the work.*
10. *The east driveway access to 38th Avenue shall be restricted to a right-in / right-out only access and the applicant shall be required to construct a physical barrier and include appropriate signage and markings to prohibit left-turn movements. The proposed physical barrier shall be reviewed and approved by the City as part of the construction drawings.*
11. *The Applicant shall acquire the necessary rights for access to NW Fisher Creek Drive from the Owner of this private roadway.*
12. *Prior to occupancy of the first building, the Applicant shall provide conditions, covenants, and restrictions (CC&R's), or a perpetual maintenance agreement, for the landscaping, signage, and other physical structures that provide traffic control to-and-from the site, within the right-of-way and along the site frontage that states that this is the responsibility of the Property Owner/s.*

13. Prior to occupancy of the first building, the Applicant shall be required to repair any damage to the asphalt, signal loops, or other components of the NW Fisher Creek Drive and NW 38th Avenue intersection that are disrupted with their proposed work. The City will be responsible for turning the signal on at this intersection
14. A traffic control plan (TCP) addressing construction traffic circulation and the use of signage for 'Trucks Entering Road' shall be submitted to the City for review prior to start of construction and said TCP shall be subject to change throughout the construction phase.
15. Prior to occupancy of the first building, the Applicant shall be required to mitigate the impacts at the SE 20th Street/SE 192nd Avenue intersection through the addition of a second westbound left-turn lane, and through traffic signal retiming that allocates additional green time to the primary north-south traffic patterns along NE 192nd Avenue.
16. Prior to Civil Engineering Plan approval, the Applicant shall be required to provide sight distance triangles at all driveway locations in accordance with the City's Design Standards Manual.
17. The Applicant shall provide conditions, covenants, and restrictions (CC&R's), or a perpetual maintenance agreement, acceptable to the City for the private maintenance of the on-site sanitary sewer system that includes lines and services from the buildings, through the STEF tanks, and to the City's existing STEF main.
18. This project is subject to the latest edition of Ecology's Stormwater Management Manual for Western Washington (2014 SWMMWW).
19. Prior to final engineering approval, the Applicant shall submit a final drainage analysis report to the City for review and approval.
20. Prior to occupancy of the first building, 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. The City will have rights-of-entry to the entire system for inspection purposes.
21. Prior to final engineering plan approval, the Applicant shall design the water system to include a looped system throughout the site that connects to NW 38th Avenue and to NW Fisher Creek Drive. The Applicant shall be required to secure a public access easement for the waterline connection on NW Fisher Creek Drive.
22. Prior to occupancy of the first building, the Applicant shall provide an easement over the water system to allow access and maintenance by the City.
23. 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. All improvements shall be shown on the plans prior to final engineering approval.
24. The fire suppression system will be a private system starting at the development side of the meter, and will require annual testing by a certified company.
25. The Applicant shall provide an Erosion Control Bond, per CMC 17.21.030, prior to release of approved early clearing and grading construction plans.

26. The southern landscape buffer abutting the Awbrey Glen Neighborhood shall have evergreen trees planted one for every ten lineal feet along the total buffer area. The buffer shall also contain evergreen shrubs planted in-between.
27. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their SWPPP, prior to release of approved early clearing and grading plans.
28. The Applicant shall ensure that if an early grading permit is issued that all disturbed soil that goes unworked for two days, in accordance with CMC 15.50.090(l), shall be stabilized in a manner that is acceptable to the City.
29. Should the existing lighting on NW 38th Avenue be impacted by construction of the proposed driveway locations, landscaping, or other site features, prior to final engineering approval, the Applicant shall perform a lighting analysis evaluating the existing conditions. The analysis shall be per the Camas Design Standards Manual and is to be submitted to the City for review and approval.
30. The Applicant shall perform a lighting analysis for NW Fisher Creek Drive, evaluating the existing conditions, 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 maintain all onsite private improvements, including: the stormwater conveyance, detention, and treatment system; the fire system located on the development side of the meters and double detector check valves; the sanitary system from the existing City-owned STEF main to the buildings; the parking areas, associated landscaping, and any other private improvements.
32. The Applicant shall grant and record acceptable access and utility easements to the City over the water and sewer systems serving the site.
33. The applicant shall have a design review meeting with the Design Review Committee prior to building permit issuance if not already completed prior to the hearing of the Master Plan.
34. The applicant shall apply for final short plat approval prior to recording a short plat.
35. The applicant shall apply for and receive all necessary Fire Permits from the Fire Marshall's office prior to any on site construction.
36. All wetland mitigation planting shall be installed prior to building permit issuance, or shall be properly secured financially.
37. Prior to building permit issuance, the applicant shall submit a 10 year wetland mitigation maintenance and monitory plan to the Planning Department for final approval.
38. Prior to building permit issuance, the applicant shall install pre-approved wetland buffer demarcation and signage, or shall be secured properly financially.
39. The applicant shall provide the city with a Joint Use parking agreement within the CC&R's for the necessary parking spaces to serve the residential site, prior to building permit issuance.

DATED this 12th Day of June, 2018

A handwritten signature in black ink, appearing to read 'R. Maul', written over a horizontal line.

Robert Maul, Planning Manager

APPEALS

The city's final decision on an application may be appealed by a party of record with standing to file a land use petition in Clark County superior court. Such petition must be filed within **twenty-one** days after issuance of the decision, as provided in Chapter 36.70C RCW.