

## WELLINGTON HEIGHT PRELIMINARY PLAT 18-1315

### SITE PLAN REVIEW COMMITTEE RECOMMENDATION

### SEPA MITIGATION MEASURES AND CONDITIONS OF APPROVAL

#### SEPA-BASED CONDITIONS and MITIGATING MEASURES:

1. Fern Street is functionally classified as a neighborhood collector with traffic volumes typically ranging from 500 to 3,000 vehicles per day (EDDS, Chapter 4, Tables 2 and 3). Current levels of traffic just south of 9<sup>th</sup> Avenue exceed this range (4,000 vehicles per day). The proposed project is anticipated to increase daily trips on Fern Street by 426 trips, but will not exceed intersection and corridor levels of service in the area. Since this will intensify and increase traffic volumes on Fern Street, the applicant will be required to install three traffic calming devices between 14<sup>th</sup> Avenue and 9<sup>th</sup> Avenue in accordance with the Standards, Section 4B.210 Traffic Calming Devices. These devices will help slow traffic on Fern Street and thereby enhance safety, but will also help disperse project-generated traffic to Decatur Street, which has less traffic. The applicant will be required to participate in the City's Neighborhood Traffic Management Program to identify the type and location of traffic calming devices.
2. The July 2018 Traffic Impact Analysis indicates the lack of intersection control at Fern Street and 15<sup>th</sup> Avenue, which has a traffic-calming circle with no traffic control signage. With the anticipated increase of traffic on Fern Street, the applicant will be required to install yield signs on each approach leg to increase intersection safety and functionality.
3. Stormwater generated by the proposed project will be infiltrated on-site; however, it is anticipated that during some very high intensity stormwater events, excess stormwater will need to be conveyed off-site into an existing downstream drainage course that consists of a drainage swale at the base of the embankment and along the west property line of the adjoining property (Bruce Titus dealership). The embankment also seeps water that drains into the swale. As it currently exists, the downstream stormwater conveyance system is degraded and cannot handle such excess stormwater flows from the proposed project.

In addition, stormwater from the Wellington West development to the north is conveyed through the subject property into the existing drainage system noted above. During high stormwater events, flows flood the parking lot of the dealership.

The applicant is required to convey existing stormwater drainage from Wellington West and other developments to the north, which flow into the Wellington West storm pond. This will require offsite improvements on the dealership property.

Therefore, to mitigate off-site stormwater impacts, the applicant shall develop a conveyance system that can handle the 100-year design storm, convey the existing pass-through flows from the Wellington West storm ponds, provide an emergency overflow route for the proposed on-site infiltration system, and protect the downstream property owners from stormwater impacts.

Specifically, as mitigation for off-site stormwater impacts, the applicant shall do the following:

- Develop a safe and dependable on-site conveyance system that delivers stormwater from the Wellington Heights property to the northwest corner of the Bruce Titus property.
- Improve the existing off-site conveyance ditch from the northwest corner of the Bruce Titus property south to an existing 42" culvert under the west entrance to the Bruce Titus site.
- Restore the existing off-site stormwater swale that runs along the northern boundary of the Bruce Titus property as originally designed for the Evergreen Chrysler site in 1987. This swale will continue to convey any groundwater seepage from the embankment, and divert floodwater.
- Restore the screening buffer along the north boundary of the Titus property as identified on the original plat for the auto mall (Olympic Park Replat, Division One)

*DDECM: Vol 1, 2.5.4 Core Requirement #4, Supplemental Guideline (c).*

*Comprehensive Plan GU10: PU10.1, PU10.3, PU10.6*

#### PRELIMINARY PLAT APPROVAL CONDITIONS

*Please note these conditions are subject to change as the hearing examiner staff report is being drafted.*

1. **Approved Plat Map.** The preliminary plat shall be substantially in conformance with the preliminary plat map and civil plans, as modified by the conditions of approval herein, and as modified by the Hearing Examiner.
2. **Plat Approval.** Preliminary approval of the preliminary plat shall be effective for five years from the date of approval by the Hearing Examiner, during which time a final plat or plats may be submitted. During this time the terms and conditions upon which the preliminary approval is given shall not be changed, except as provided for in Section 17.20.040. (OMC 17.20.010)

3. **Landscape Plan.** A final landscape plan prepared in compliance with OMC 18.36 shall be submitted in conjunction with the engineering permit application.
4. **Vegetation Maintenance Bond.** A vegetation maintenance bond (or other assurance) shall be provided following city acceptance of the landscape installation, including street trees prior to final plat. The bond amount shall be 125% of the cost estimate submitted with the final landscape plan and approved by the City.
5. **Hours of Construction.** Pursuant to OMC 18.40.080(C)(7), construction activity is restricted to the hours between 7:00 a.m. and 6:00 p.m.
6. **Design Review and Garage Placement and Width Requirements.** It shall be noted on the face of the final plat map that lots that are less than 5,000 sq. ft. in area are subject to Design Review and must meet 18.04.060.EE for Garage Placement and Width requirements.
7. **Inadvertent Discovery Plan.** A signed Inadvertent Discovery Plan (IDP) which outlines how the project proponent and site crew will respond in the event that archaeological resources are uncovered during the course of project work shall be submitted by the applicant at the time of Engineering plan submittal (OMC 18.12.140).
8. **Impact Fees.** In accordance with OMC Title 15, City of Olympia impact fees for transportation, parks, and schools shall be paid prior to building permit issuance.

## BUILDING

9. **Construction Codes.** The project shall comply with the City of Olympia Construction Codes as adopted through the Olympia Municipal Code, Chapter 16.04.

## URBAN FORESTRY

10. **Street Trees.** Specific street tree locations shall be modified as deemed necessary by the Urban Forester and/or City Engineer.
11. **Tree Density.** Minimum required tree units for this plat is 30 units per buildable acre and shall be located in a soils vegetation protection area. Location and species of additional tree planting to meet the minimum required tree density will be determined at the time of engineering permit review.
12. **Tree Protection Fencing.** The timeline for tree protection fence installation shall be added to the civil plan set during engineering plan review. Trees to be saved (on and off-site) shall be site verified by the applicant's Urban Forester prior to installation of tree protection fencing. Said fencing shall be

inspected and approved by applicant's Urban Forester and the City's Urban Forester prior to any clearing and grading of the site. Where proposed utilities are located within the tree protection fencing (critical root zone), the applicant's Urban Forester shall inspect and consult with the City's Urban Forester on a course of action to protect and save trees during construction.

## ENGINEERING

13. **Engineering Permit Application.** An engineering permit application shall be submitted for review and approval prior to construction. The permit submittal shall comply with the 2017 Engineering Design and Development Standards (EDDS) and the 2016 Drainage Design and Erosion Control Manual (DDECM).
14. **Solid Waste.** Curbside solid waste collection shall be set up for one-side road collection on the non-parking side of the street. The solid waste collection route shall be considered prior to determining locations of on- street parking locations at time of engineering plan review.
15. **Erosion Control.** Erosion control measures must be in place prior to any clearing, grading, or construction. These control measures must be effective to prevent stormwater runoff from carrying soil and other pollutants into surface water or storm drains that lead to waters of the State. A Construction Stormwater General Permit must be obtained for this site from the Washington State Department of Ecology prior to commencement of any ground-disturbing activities.
16. **Right of Way Performance Bond.** Bonds or other allowable securities shall be submitted to the City to guarantee the performance of work within the subject site and rights-of-way, or maintenance of required public infrastructure intended to be offered for dedication as a public improvement. See both EDDS Section 2.030.F and Volume 1 Section 2.6.1 of the 2016 DDECM for more information.

## THURSTON COUNTY ENVIRONMENTAL HEALTH

17. **Restrictive Covenant.** A non-public restrictive covenant shall be granted for the existing off-site well located within 100 feet of the property. The covenant must be reviewed by Thurston County Environmental Health prior to being recorded with the Thurston County Auditor's Office. The reference to this covenant shall be shown on the face of the final plat map.
18. **Water and Sewer Services.** Confirmation of water and sewer construction approval from the City of Olympia shall be submitted to Thurston County Environmental Health prior to final plat approval.