

**PRELIMINARY PLAT CONDITIONS OF APPROVAL
VILLAGE AT MILL POND**

Note: *Staff comments are in italics.*

1. Improvement Plans (City of Olympia) – Before construction begins the applicant shall submit complete detailed construction drawings to the City of Olympia Community Planning and Development Department for review and approval. Construction drawings shall be prepared according to the Engineering Design and Development Standards. ***Improvement plans were submitted to the City for review and approval prior to construction of plat improvements.***
2. Construction and Final Inspection. ***Improvements associated with Phase 2 have been constructed, inspected, and accepted by City staff.***
3. For the purpose of Tree Protection, prior to issuance of the Engineering Permit, the following conditions shall be met.
 - A. Tree Protection fencing needs to be shown on the Grading plan (C5.0-C5.1).
 - B. Tree protection fencing needs to encompass the entirety of Tracts S, J, and I to protect the trees from adjacent construction impacts.
 - C. Tree Protection fencing needs to be shown separate from silt fencing, and indicated as separate on the Grading Plan (C5.0-5.1).
 - D. Grade changes shall not occur within tree protection fencing. Sheets C5.0 is still indicating proposed grade changes within the tree protection fencing for Tract C.
 - E. The applicant shall survey and stake in the field the following proposed elements:
 - 1) Proposed back of sidewalk along Lilly Road.
 - 2) Each proposed construction entrance off of Lilly Road.
 - 3) The proposed bus stop pad for Intercity Transit.
 - 4) The clearing limits required to install the 12" stormwater pipe through Tract J 5) The pedestrian pathway at the south end of Tract I.
 - F. For each element, the applicant shall have their forester inspect and provide a report that addresses:
 - 1) The feasibility of retention of adjacent trees.
 - 2) Locations where special protection measures are required, such as hand-digging, removal or minimization of the planting strip, etc., would provide for tree retention.
 - 3) If necessary, amended tree unit calculations to reflect any additional trees removed.
 - 4) Specifications for removal of trees that does not cause harm to adjacent trees slated for retention.
 - 5) 5) Tree protection measures for trees adjacent to the five elements listed above.

G. Any recommended protection measures shall be specified on Tree Protection Plan (C3.0-3.1)

H. Landscape Plan comments:

- 1) Sheets L-1, L-3, and L-5 shall be changed to reflect that native, existing ground and shrub cover is to be retained within tree tracts. No grade changes shall be made, and no fill or turf shall be installed in the Tree Tracts. Landscape plan may be amended to include additional understory native species to be hand installed with no heavy machinery to enter the tree tracts.

Clearing, grading, and landscaping associated with Phase 2 addressed these requirements.

4. Written confirmation from the City of Olympia must be received by the Thurston County Environmental Health Department that public water and sanitary sewer utilities (mains) have been extended to this project prior to recording of the master plan map. ***A letter from the City was sent via e-mail to Thurston County Environmental Health on June 27, 2019.***
5. Prior to recording of the Master Plan map, the existing off-site well located at 1320 Lilly Road NE must be decommissioned and a report from the driller to this effect, and confirmation from the City that potable water has been provided to the property. ***The well was decommissioned as part of the Phase 1 Final Plat. Potable water has been provided to the property.***
6. A proposal for the method of distribution for the Integrated Pest Management Plan (IPMP) to future property owners, and landscape personnel must be submitted to Thurston County for review and approval. ***This requirement has been met.***
7. SEPA Transportation Mitigation fees to the City of Lacey will be required prior to Final Plat Approval. (Attachment Q.T., letter sent 10/30/07) ***The cities of Lacey and Olympia have agreed to accept payment of traffic mitigation fees at the time of building permit application.***
8. One-, two-, and multi-family residential units will require fire sprinklers per Ord. No. 6463. ***To be addressed at the time of building permit application.***
9. Fire alarm systems will be required to serve multi-family buildings. ***There are no multifamily buildings associated with Phase 2.***
10. Knox key boxes will be required for all multi-family buildings. ***There are no multifamily buildings associated with Phase 2.***
11. **Plat Map.** The property must be surveyed by a surveyor licensed in the state of Washington. Your surveyor will prepare a map representation of the division of your property. The plat must be drawn on 12 folded, dark-line prints (check plans), which are submitted for final

review. The Mylar, a reproducible drafting film, will be required after the final review and before your plat can be recorded. Please note: you will be contacted by this office when it is appropriate to produce the Mylar copy. The final plat must contain the following information:

- A. Title block containing (1) Section, Township, and Range; (2) date of preparation, datum, scale, and north arrow; (3) a correct legal description of the original tract(s) and a reference to Parcel Nos.; (4) basis of bearing, which shall be the Olympia Coordinate System.
- B. Vicinity sketch clearly identifying the location of the property.
- C. Certificates signed by the following people: (1) owner(s) of parcel being subdivided (each and every person having an ownership interest must sign and their signatures must be notarized); (2) Land Surveyor; (3) Olympia City Engineer; (4) Thurston County Assessor; (5) Olympia Planning Director; (6) Thurston County Treasurer certifying that all taxes on the land have been fully paid and discharged; (7) Health Officer; and (8) County Auditor. *(Please note that the owner's certificate on the Mylar should not be signed by you until the map is in its final condition. The Mylar should not be submitted until the final check prints have been reviewed and approved. I will contact you when it is time to sign the Mylar.)*
- D. Boundary lines of the property to be divided.
- E. The development status of contiguous land, including the name of any adjacent plats and rights-of-way.
- F. The layout, dimensions, and square footage of each lot in the subdivision with bearings to deflection angles, radii, arcs, points of curvature, and tangent bearings.
- G. The means, locations, and widths of all existing streets, rights-of-way, easements, other public ways, watercourses and major transmission facilities rights-of-way within and adjacent to the proposed plat.
- H. The location and dimensions of all parcels of land intended to be dedicated or reserved for public use or to be reserved in the deeds for common use of the property owners of the subdivision with the purpose, conditions, or limitations of such dedications or reservations clearly indicated; the locations of all existing structures within the subdivision.
- I. The location of all existing monuments or other such identifying markers.
- J. Lot numbers beginning with the number 1 and numbered consecutively without omission or duplication throughout the plat.
- K. Provide a list of desired street names for review and approval prior to final plat application.

- L. The locations of the existing structures and setbacks from proposed property lines (pursuant to OMC 18.06.080.H.1 - setbacks must be measured from the outermost edge of the building foundation to the closest point on the applicable lot line).
- M. Your property taxes must be current at the time of recording of your plat. The Thurston County Treasurer's signature in the certification on the original Mylar will certify that all taxes on the land have been paid and discharged.
- N. A current title report or plat certificate (dated within 30 days of recording) must also accompany the Mylar and check prints. These documents will confirm that the title of the property, subject to the proposed subdivision, is in the name of the individual(s) signing the plat, as well as any restrictions on the use of the property. You may wish to read through the plat certificate or title report before your surveyor prepares the final plat. The appearance of an unexpected easement has been known to change the design of a plat. If you encounter any design changes, please contact this office before proceeding.
- O. The following conditions must be made on the face of the final plat map:
 - 1) IMPACT FEES FOR SCHOOLS, PARKS AND TRANSPORTATION ADOPTED BY THE CITY COUNCIL WILL APPLY TO THIS PLAT AT THE TIME OF BUILDING PERMITS.
 - 2) GENERAL FACILITY CHARGES AND RESERVE CAPACITY CHARGES ADOPTED BY THE CITY COUNCIL WILL APPLY TO THIS PLAT AT THE TIME OF BUILDING PERMITS.
 - 3) THE COST OF CONSTRUCTION AND MAINTAINING ALL STREETS NOT HEREIN DEDICATED AS PUBLIC STREETS SHALL BE THE OBLIGATION OF ALL OF THE OWNERS, AND THE OBLIGATION TO MAINTAIN SHALL BE CONCURRENTLY THE OBLIGATION ON ANY CORPORATION IN WHICH TITLE OF THE STREETS MAY BE HELD.
 - 4) ALL LANDSCAPED AREAS IN PUBLIC RIGHTS-OF-WAY SHALL BE MAINTAINED BY THE OWNER AND SUCCESSOR(S) AND MAY BE REDUCED OR ELIMINATED, IF DEEMED NECESSARY FOR OR DETRIMENTAL TO CITY STREET PURPOSES.
 - 5) THIS PLAT IS APPROVED FOR ZERO LOT LINE DEVELOPMENT AND MUST CONFORM TO ALL PROVISIONS OF OMC 18.04.080 (H)(4) AT TIME OF BUILDING PERMIT APPLICATION.
 - 6) THIS PLAT IS APPROVED FOR TOWNHOUSE DEVELOPMENT AND MUST CONFORM TO ALL PROVISIONS OF OMC 18.64 AT TIME OF BUILDING PERMIT APPLICATION.
 - 7) KNOX KEY BOXES, FIRE SPRINKLERS, AND FIRE ALARM SYSTEMS ARE REQUIRED FOR ALL MULTI-FAMILY RESIDENTIAL UNITS.
 - 8) FIRE SPRINKLERS ARE REQUIRED FOR ALL ONE AND TWO-FAMILY RESIDENTIAL UNITS PER ORDINANCE NO. 6463.

- 9) COMMUNITY TRACTS SHALL BE OWNED AND MAINTAINED IN COMMON FOR THE BENEFIT OF ALL LOT OWNERS. ALL LOTS HAVE AN UNDIVIDED INTEREST IN THE OWNERSHIP AND MAINTENANCE OF COMMUNITY AREAS. THE OWNERSHIP INTEREST IN EACH COMMUNITY TRACT SHALL BE STATED IN THE DEED TO EACH LOT.
- 10) PURSUANT TO CITY ORDINANCE, THE CITY OF OLYMPIA MAY DENY THE ISSUANCE OF BUILDING OR OCCUPANCY PERMITS FOR ANY STRUCTURE WITHIN THIS PLAT UNTIL REQUIRED PLAT IMPROVEMENTS HAVE BEEN APPROVED AND INSTALLED.
- 11) ANY BUSINESS WITHIN MASTER PLANNED DEVELOPMENT INVOLVING THE USE OF HAZARDOUS MATERIALS MUST CONTACT THE HAZARDOUS WASTE PROGRAM OF THURSTON COUNTY.

Except as noted above (items 5, 6, and 7 which are not applicable to Phase 2), these requirements have been addressed.

12. Install 12-inch diameter water mains on Lilly Road north across the Lilly Road property frontage and east across the 26th Avenue frontage of the property. ***This condition will be addressed in a future phase.***
13. Indicate where existing 12-inch water mains end on Lilly Road and new 12-inch extension mains begin, complete with pipe types showing extended mains as ductile iron. ***This condition will be addressed in a future phase.***
14. Install 8-inch and 6-inch diameter water mains through the extremes of the property to create looped closures within the plat and for future development, in accordance with the Standards and current utility comprehensive and master plan. ***Mains associated with Phase 2 have been installed; remainder to be installed with future phases.***
15. The property at the southwest corner of the subject property, or 1320 Lilly Road NE, will be provided with City of Olympia domestic water service according to the May 2, 2005 agreement with the owners, Gerald and Anita Coonc. ***This requirement has been met.***
16. The proposed water main improvements as shown on the preliminary plat civil plans are conceptually approved and must make appropriate provisions for domestic and fire suppression needs. ***This requirement has been met.***
17. All water services and meters serving the plat(s) must be sized to accommodate fire protection needs for the use of fire sprinkler systems at building permit issuance. ***To be addressed at the time of permit issuance.***
18. All wastewater facilities intended to be transferred to the City of Olympia for ownership, operation and maintenance must meet the standards set forth in the CITY OF OLYMPIA ENGINEERING DESIGN AND DEVELOPMENT STANDARDS, which can be found at the

following website: <https://www.codepublishing.com/WA/Olympia/?OlympiaNT.html>. In particular, note Section 7B.020 Design Standards. ***This requirement has been met.***

19. The Invert Elevations of the manhole at the intersection of Lilly Road and 26th Avenue (shown on drawing C8.0 of the draft plans dated “11/10” as MH 64) must be no higher than 152.0’. In order to accommodate future gravity sewer in the north Lilly Road sewer basin, consistent with the City of Olympia’s 2007 Wastewater Management Plan, an 8-inch inlet stub-out to the west must be installed for the manhole, and its inlet invert elevation (IE IN West) must be no higher than 152 feet above mean sea level. Changes to the proposed gravity sewer line along 26th Avenue, as well as the northern-most section along Lilly Road, will need to be revised to meet this requirement. This includes the possible upsizing of the gravity sewer line along 26th Avenue from 8-inch to 10-inch to accommodate future flows as well. The following should be considered for the design of the sewer lift station:
 - A. Meet the design standards contained in the Department of Ecology’s Criteria for Sewage Works Design.
 - B. What are the initial flows anticipated? Assume a design/build-out flow of 725 (gpm) gallons per minute, for the basin to be served by the lift station, and size the force main accordingly, i.e., maintaining minimum velocity for initial flows and maximum velocity for build out flows.
 - C. The lift station must be a duplex wet well/dry well system equal to Smith and Loveless, consistent with most of the current City lift stations, with X-Peller impellers specified for the pumps.
 - D. The force main should be a consistent diameter for the entire length (drawing C8.0 shows 8-inch, while drawings C8.1 and C8.2 indicate 4-inch).
 - E. The sewer mains as shown are not centered in the middle of the internal streets. If this is desired, a request for a variance from the City’s Design Standards must be made.
 - F. Easements, 20 feet wide minimum, will be needed for those sewer mains not located in publicly dedicated streets – for example through parking lots and private roads.
 - G. Sewer service lateral locations need to be shown on the drawings for all buildings; each separate building shall be served by an individual building sewer, except that both units of any duplexes shall be served by separate laterals.
 - H. Design details for the lift station will be required following Land Use Approval with detailed engineering review and approval with the plat, as none were received now other than standard details included in the plans.

- I. The lift station location must be provided on a fee simple parcel dedicated to the City of Olympia at the preferred location to serve the basin and will include emergency power – Cummins Diesel Generator, Set Model 35 DGBB, or equivalent.
- J. The Coonc property at 1320 Lilly Road will be provided City of Olympia sanitary sewer service according to the May 2, 2005 agreement with the applicant: according to the standards, service to the Coonc property requires the sewer main be extended across the Coonc's Lilly Road property frontage.

These requirements have been met for Phase 2. The lift station was installed with Phase 1 improvements. The Coonc property is now served by City sewer.

- 20. Install the proposed street side improvements along the full Lilly Road and 26th Avenue frontages to comply with the City Standards for a (Major Collector street section as per standard plan No. (4-2G, complete with 3 travel lanes and Class II bikeways) to meet the applicable standards at the time of approval of the Briarton Village Master Planned Development. The City anticipates that in the year 2025 the intersection of Lilly Road and 26th Avenue will operate at a LOS D and the three lane street section will accommodate anticipated traffic volumes; a signal or round-about is not warranted. ***A portion of these improvements were installed in conjunction with Phase 1, with the rest to occur with a future phase.***
- 21. The City has capacity for this development's anticipated project generated traffic volumes, (City LOS standards allow LOS F operation at the intersections of Lilly Road / Martin Way and Sleater-Kinney / Martin Way; reference Traffic Impact Analysis provided by Transportation Engineering Northwest, LLC, dated November 2006. ***Noted.***
- 22. The proposed on-site interior roadway street improvements as conceptually shown on the preliminary plat civil drawings make appropriate provisions for streets, alleys and other public ways vested to the Engineering Design & Development Standards applicable at the approval date of the Briarton Village Master Planned Development. ***Noted.***
- 23. Provisions, such as stub roads, will be made for connection to any adjacent undeveloped, contiguous land area of one acre or more and to any site officially designated for a public facility. However upon further analysis publicly dedicated and constructed street stubs are not recommended by staff within proposed Tracts E & F for the following reasons:
 - A. As per the City Standards 2.040B.e. "Where larger blocks are necessary due to topography, existing development, or other constraints, intervening public cross-block pedestrian, bicycle, and emergency access will be provided."
 - B. Also there have been established precedents by Thurston County, that where adjacent properties to the Western Chehalis Trail system occurs, a limited number of vehicular crossings are to be approved, to protect the public safety of this major pedestrian/bicycle commuter and recreational transportation system.

- C. The City previously reached agreement with Thurston County during the approval of this Master Planned Development for the Western Chehalis Trail vehicular crossing for 22nd Avenue NE in the southeast, as proposed.
- D. Where proposed (Tract E) extends east from 24th Avenue to the east boundary of the development and intersects with the Western Chehalis Trail system, the greater portion of the adjacent and contiguous undeveloped property is either within a wetland or wetland buffers, and;
- E. Where (Tract F) extends east from 23rd Avenue to the east boundary, it would create an additional vehicular crossing of the Western Chehalis Trail system not previously approved by Thurston County.
- F. Therefore Tracts E & F are approved for trails and shared-use paths as per standard plan (4-2L) Class II as proposed, complete with appropriate easements for public access on the face of the plat.
- G. Unless otherwise required by City code, the proposed stub road connection to the Surrey Drive NE neighborhood shall not be opened to motorized vehicular traffic until the interconnecting road within the Surrey Drive NE neighborhood is improved to sufficient street standards to safely handle the additional traffic expect to be generated from the Village at Mill Pond development.

Noted.

- 24. A trail and shared-use path, Class I or Class II will be required along the south boundary of Tract I to provide a bicycle and pedestrian connection from Lilly Road east/west, to/from proposed A Street within the plat complete with an appropriate easement for public access on the face of the plat. ***This requirement has been met.***
- 25. The private alley detail proposed within Tracts K, L, M, N, & O on the plat need to be labeled as "Private Alleys", not Private Access Lanes as shown on Sheet C2.1. ***This requirement has been met.***
- 26. The development may be approved for land use, but the following comments are required to be addressed prior to engineering permitting:
 - A. Treatment of runoff from Tract P needs to be clarified.
 - B. Change "A-BLK1 Roofs" to "A-BLK2 Roofs" in the Infiltration Facilities Calculations table in the Basin A stormwater map (Appendix C1).
 - C. Downstream conveyances are located within the County's jurisdiction and therefore will require the County's approval and permitting.

- D. Provide typical details of how access will be provided to all Storm Chambers for inspection and maintenance. Access should be similar to that provided for the detention piping.
- E. Per Drainage Manual Volume III, Section 3.2.1 a safe surface overflow route from the detention facilities into the natural downstream conveyance is required in addition to an overflow structure and pipe system. Discuss and depict the overflow routes for all detention and infiltration facilities.
- F. A finalized operations and maintenance plan and maintenance agreement shall be provided with final engineering plans. The plan needs to be specific to the development. Eliminate guidelines not specific to the site (e.g. oil/water separators) from the plan provided in Appendix D of the stormwater site plan. Add guidelines for inspection, cleaning, rehabilitation and replacement of infiltration facilities and permeable pavements. Add guidelines specific to the Aqua-Swirl. Add guidelines for the protection, inspection and maintenance of the pond liner systems. Provide a plan depicting all of the stormwater facilities labeled and a key for which guidelines are applicable to each facility.
- G. The stormwater site plan and C-SWPPP should address how the infiltrative surfaces (particularly for permeable pavement sections) will be protected from compaction and sedimentation during construction.
- H. Provide an infiltration verification report for the infiltration facilities with design infiltration rates greater than 0.5 inches per hour after they are built in accordance with Volume V Section 7.3.3 SSC-7.
- I. The detention piping in C-BLK1b extends below the water table. Provide a simple explanation for how buoyancy will not be an issue.
- J. Indicate how check dams will be installed to isolate water within cells in the permeable paved areas constructed on sloping ground (particularly the paving adjacent Tract J).

Improvements associated with Phase 2 have been addressed; remainder to be addressed during engineering permit review of future phases.

- 27. The following comments provided by the Thurston County shall be given high priority and demonstrate compliance with the following considerations.
 - A. The applicant has added several stormwater features to the project in an attempt to address Thurston County's previously expressed concerns regarding limiting fecal coliform contributions to downstream receiving waters. These include a sand filter and extensive use of infiltration and porous pavements. These structural stormwater controls are a commendable attempt to limit downstream fecal impacts.
 - B. The off-site discharge of stormwater from this project, while limited by the use of on-site infiltration and treatment facilities, still presents a potential additional contribution of fecal coliform to an already impacted (TMDL/303(d) listed) water body.

- C. The proposed source controls, including an HOA with responsibility for education and enforcement of pet waste measures and installation of pet waste stations, should be given the highest priority by the City of Olympia in establishing the enforcement mechanisms to be incorporated into the projects HOA CC&Rs, appropriate maintenance agreements and the project's source control and maintenance plans.
- D. Further, as future water quality condition dictates, consideration should also be given to requiring some routine water quality sampling at the discharge from the project site to confirm that anticipated fecal coliform reductions are being met, with adaptive management strategies to be implemented based on results of monitoring. This could be incorporated into the maintenance plan for the project and reported annually as part of maintenance reporting requirements of the City of Olympia.
- E. The sizing of stormwater conveyance facilities within the 26th Avenue NE right-of-way should be sized to accommodate anticipated flows from this project as well as anticipated future flows from adjacent development and the roadway right-of-way.
- F. The applicant should evaluate the capacity of culverts and ditches downstream from the point of discharge (northwest corner of Sleater Kinney and 26th Avenue) to the receiving stream, including evaluating the capacity of the existing road culvert crossing Sleater Kinney Road as well as existing driveway culverts downstream (2 culverts).
- G. The analysis of the downstream roadside ditch should consider peak flow velocities and whether the ditch and outfall to the receiving water is adequately designed and armored to prevent erosion for up to the 100-year, 24-hour storm event.

Items A and C apply to all phases and have been addressed for Phase 2; all others to be addressed with future phases.