



‘WASHOUGAL RIVER OAKS’ – PLAT APPROVAL NARRATIVE

Ownership and Maintenance of Open Spaces, Public Trails, and Critical Areas –

The common tract between houses, where sidewalks and common yards are shown, will be maintained by the HOA for the neighborhood. CCR’s will also be developed to maintain the landscaping directly adjacent to the residences, and provide guidance regarding permitted activities in and around the neighborhood, in order to maintain a high standard of living and a well-maintained community. The HOA and CCR documents are currently being drafted by the development team and their legal representation. The private street and common electrical illuminating the walking paths and parking will be managed and funded by the development’s HOA. The HOA will require yearly cleaning and periodic review and improvement of the streets and concrete flatwork to ensure they remain safe

Ownership and Maintenance of Stormwater Facilities –

The stormwater swale will be designed and maintained in accordance with Southwest Washington Stormwater Requirements, and as reflected in the Civil Engineer’s Storm Report recommendations. The Stormwater swale will have easy site access to the dry pond off 3rd Ave for periodic access and maintenance. The stormwater swale will have the appropriate swale soil amendments and pretreatment provided. The swale will utilize all native plantings, as selected by our landscape architect to enhance the visual appeal.

Critical Areas –

The property was identified to be within the Critical Aquifer Recharge Area. The development team procured the services of a Hydrogeologist to review the site conditions and advise with site specific recommendations. The CARA consultant’s findings confirm that the water table depth is relatively high due to the proximity of the Washougal River, and they confirmed that the swale location and sizing will be adequate for properly draining the site to the water table without issues or concerns. The full report is available within this land use approval package.

Geologically Hazardous Areas Report was reviewed and incorporated into the Geotechnical Report findings. All excessive slopes and large rock outcroppings



were identified to be over 25' North of the buildable area and of the extent of the development area. No concerns were identified by the Geotechnical Engineer and the complete information is available in the Geotechnical Report.

Fish and Wildlife Habitat Conservation Area. There is single White Oak onsite, which has become an integral part of the development identity. The project has been designed around preserving this tree. The entire South cluster of cottages has been squeezed and the swale has been distorted to provide some distance away from the drip zone of the large White Oak. The sacrifices in site layout and spacing will be offset by the charm and appeal of preserving this giant tree. Another significant tree that we are targeting for preservation is the massive Tulip tree, in the middle of the center cottage cluster. This tree lays out in the center of a common area and will be a focal point after the site is cleaned up and the tree is in bloom. No other wildlife habitat conservation impacts are foreseen. The Northern side of the site will remain a natural forested area, with minimal undergrowth.

Archaeological Review. The site has been identified as a high-probability area for the discovery of items with archaeological significance. We had an archeologist consultant review the site, historical information on file and perform an on-site inspection to locate any evidence of important archaeological items. Based on the report findings, no results were identified. The report was distributed to all applicable tribes and jurisdictions for their records.

Approval Criteria and Standards of the Camas Municipal Code, including Building Conditions & Restrictions –

The site is designed and based on the setbacks identified in the MF-18 Cottage Overlay requirements. The homes are tightly spaced where the setbacks are reduced to increase density, with the majority of windows on the front and rear of the units, and skylights sparingly used to increase light into the spaces, without affecting resident privacy. We have maintained the 5' landscape buffer around the perimeter of the site between structures and the adjacent property lines, per CMC 18.13.055A.

The one-way traffic circulation loop provides better access for residents, appropriate Fire Truck access and turning radius for emergencies, and minimizes the impervious materials that bisect the site, which would have reduced the overall connectivity between residents, in a cottage development.



The minimum garage set-backs of 20'-0" have been incorporated everywhere the Type C units exist.

The site plan has no units with side yards that abut a public street; however, some units do abut the private circulation lane and will impede upon the 15' side yard setback from streets. This impact will be mitigated with landscaping some taller trees and locating the windows higher on the wall to avoid the disturbance and light pollution from passing vehicles.

The front of each unit faces a common tract, with garages in the rear of the center grouping of cottages. All units have a rear landscape buffer; however, a rear yard is not provided for all units as it seemingly contradicts the intent of open central spaces in a cottage development. In aggregate, there is much more than 200SF of available yard/lawn per unit; however, each parcel/lot varies on the amount actually contained within their lot lines.

The maximum height of the units does not exceed 18', as defined by the City of Camas height guidelines. Each lot is slightly different due to the grade of the site, but the maximum height was calculated at the Type C units, as approximately 16'-0" from grade to center of gable, and further reduced by the adjacent grade (each property has approximately 2-5' of fall between units), which is made up in a stepped foundation and/or retaining wall between units. Overall, the unit heights are well within the City of Camas definition of maximum allowable height at the defined 18'-0".