

**HIDDEN RIDGE
ESTATES SUBDIVISION
A RESIDENTIAL PROJECT**

PROJECT NARRATIVE

DATE: **JULY 2018**

SUBMITTED TO: **CITY OF CAMAS, WA 616 NE 4TH
AVENUE
CAMAS, WA 98607**

OWNER: **PROVENCE, LLC
701 COLUMBIA ST. STE 111
VANCOUVER, WA 98660**

APPLICANT: **ENGINEERING NORTHWEST PLLC
7504 NW 10TH AVE
VANCOUVER WA 98685
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CONTACT: **PAUL WILLIAMS P.E.
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GENERAL PROJECT INFORMATION

<i>Applicant/ Contact:</i>	<i>Engineering Northwest PLLC Paul Williams, P.E. 7504 NW 10th Ave Vancouver, WA 98685</i>
<i>Property Owners:</i>	<i>Camvest GM LLC</i>
<i>Contact:</i>	<i>Same as Applicant</i>
Location:	SW 1/4 of Section 17, T2N, R3E, W.M.
Project Size:	+/- 7.61 acres
Zoning:	R-10 – Single-Family Residential
Comprehensive Plan:	SFM (Single Family Medium)
Current Use:	Vacant
Tax Lot Information:	986043-773
School District:	Camas
Water District:	City of Camas
Sewer District:	City of Camas

SITE CHARACTERISTICS AND PROJECT DESCRIPTION

The site is a vacant parcel located on the east side of NE Ingle Road. . The parcel is known as Parcel #986043-773 consisting of about 7.61 acres located in the SW ¼ of Section 17, T2N, R3E, W.M. Clark County, WA. The site is located within the R-10 Zoning District.

The site consists of grass vegetation and many trees. The following sections of this narrative describe how the proposal complies with applicable sections of the City of Camas code.

CAMAS MUNICIPAL CODE (CMC) SECTION 16.05: SEP A

A SEPA checklist has been prepared and included with the preliminary plat packet.

CMC SECTION 16.31: ARCHAEOLOGICAL RESOURCE PRESERVATION

Clark County GIS shows the site as having a moderate to high probability. An archaeological predetermination was completed by Archaeological Services of Clark County and determined that no archaeological materials were observed during the surface and subsurface portions of the predetermination survey. Therefore, no further archeological work is necessary. The predetermination was sent to the Department of Archaeology & Historic Preservation (DAHP).

CMC SECTION 16.53: WETLANDS

There is no wetlands on the site.

TRANSPORTATION

After meetings and close coordination with city staff and the developer to the east (Green Mountain Phase 3A), a proposed private road with a cul-de-sac has been designed and will provide direct access to the proposed 14 lots. No direct access onto NE Ingles Road is proposed. The new cul-de-sac will have 28-foot paved section plus curb and sidewalks on both sides located within a total of 48-foot right-of-way. This project or Green Mountain Phase 3A will build the frontage improvements along NE Ingles Road. Green Mountain Phase 3 will build N. Lompoc Drive which is located north portion of the site that runs east and west. North Lompoc Drive will connect NE Ingle Road to Green Mountain Phase 3A

EROSION CONTROL

Appropriate erosion control measures will be placed on the site prior to construction. A final erosion control plan and details will be prepared for review and approval and will be designed in accordance with City of Camas Municipal Code.

STORMWATER

Stormwater runoff from the cul-de-sac will be collected conveyed and treated by a stormwater filter vault. The runoff will then be discharged into an proposed storm pipe in NE Ingle Road that will convey the treated water into an existing stormwater facility (Green Mountain Subdivision) that has already being analyzed and approved for detention as part of the overall study prepared by “Green Mountain” project. A separate stormwater lateral will be constructed and stubbed from NE Ingel Road into the subject parcel.

A separate conveyance system will collect runoff from offsite and direct it into the existing system.

Conveyance pipes will be installed in the private street and the conveyance pipes collecting runoff from the lots will be placed within an easement.

Maintenance of the stormwater filter, storm storage pipe, and conveyance pipes within the private road will be provided by the HOA.

SANITARY SEWER & WATER UTILITIES

The site is within the water and sanitary sewer service areas of the City of Camas and the site will connect to the City's public sewer and water systems. Both water and sewer will be extended by Green Mountain project into the project site. The private cul-de-sac will provide individual sewer laterals and water services to each individual lot.

CMC SECTION 17.11.030D: PRELIMINARY PLAT APPROVAL CRITERIA

Section 17.11.030D of the City's municipal code provides approval criteria for preliminary plat applications. This section of code includes a list of 10 approval criteria. The approval criteria are provided in a numbered list below followed by a discussion (see italic text) of how each criterion has been satisfied with the proposal.

1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;

The preliminary plat proposes a large open space area located on the north portion of the site. Within this large open space a public trail can be constructed. This public trail can connect to NE Ingles Road and Green Mountain project to the east.

The preliminary plat has been prepared keeping in mind adopted City plans including the comprehensive plan, the parks and open space plan, and neighborhood traffic management. Chapter V of the City's comprehensive plan focuses on housing.

Policy HO-4, is to encourage new residential development to achieve a substantial portion of the maximum density allowed. The plat has been laid out in a manner to attempt to approach the maximum densities allowed by the R-10.

In addition, the site has been designed to minimize impact to the steep slopes along the east parcel boundary and neighboring properties. After meeting with city staff and the development to the east, the site was designed to gain access through Green Mountain Phase 3A project which proposes a connection to NE Ingles Road. Also, by doing so, we avoided imposing major cuts along the neighboring property west and east of the site where the steep slopes exist.

Portions of the Transportation Element of the comprehensive plan (Chapter VII) also apply to this project. The site has been designed to connect to Green Mountain project. Additionally this project will dedicated right-of-way along NE Ingles Road.

2. Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual;

The preliminary design for utilities to serve this site addresses improvements necessary to provide adequate utilities to serve the site. Erosion control measures including construction entrances, silt fencing, storm inlet protection, sediment traps and/or ponds, and protection of exposed soils will be incorporated into site construction drawings and the project will be required to obtain a construction stormwater NPDES permit from the Washington State Department of Ecology.

Public sewer and water will be extended within the proposed cul-de-sac and will provide laterals and services to each individual lot in accordance with The City of Camas Standards.

3. Provisions have been made for road, 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;

The proposed street layout including proposed private easement and pavement dimensions are shown in the preliminary drawings submitted as part of this preliminary plat application. Street trees are shown on the attached landscape plan and street lighting consistent with City standards will be documented on the final construction drawings.

The cul-de-sac will be constructed with 28-foot paved section plus curb and sidewalks within a 48-foot private easement in accordance with The City of Camas Standards.

Public utilities will be extended to the site and will provide services and laterals to each lot. Street lights and dry utilities will be constructed per standards.

4. Provisions have been made for dedications, easements and reservations;

Proposed right-of-way dedications are shown on the preliminary drawings. On-site utility easements that may be needed to provide utilities to each lot will be shown on the construction drawings.

5. The design, shape and orientation of the proposed lots are appropriate to the proposed use;

The layout of the proposed subdivision took into account the steep slopes that exist within the east and west portion of the site. Therefore, street access is being provided from the proposed through public street that will connect to Green Mountain project. The proposed use of single-family residences is consistent with the R-10 Zoning District

6. The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;

Discussion of the site's compliance with the City's land development and zoning codes is provided throughout this narrative and through the other documents submitted as part of the subdivision application including the preliminary plat and the various reports completed by Engineering Northwest PLLC.

As mentioned previously, the proposed 14 lots subdivision meets or exceeds the minimum lot area and dimensions set by the R-10 Zoning District. The proposed lot width are 80 feet or more and depth are 100 feet or more. The maximum densities allowed, based on dwelling units per net acre is 4.3 DU/acre and the proposed density is 4 DU/ net acre, which is within the maximum allowed.

7. Appropriate provisions are made to address all impacts identified by the transportation impact study;

The site access has been designed in close coordination with Green Mountain Phase 2A in order to gain access to NE Ingles Road.

Therefore, traffic generated for the new subdivision is equivalent to 14 new lots.

The proposed street has been designed with a 28-foot paved section plus curb and sidewalk within a 48-foot private easement which is in compliance with City Standards.

8. Appropriate provisions for maintenance of commonly owned private facilities have been made;

Provisions for maintenance of commonly owned private facilities associated with the development will be incorporated into the Homeowner's Association documents when they are developed. HOA documents and CC&R's have not yet been developed for the site since the ultimate homebuilder or builders that will be involved with the project have not yet been determined. Stormwater easements, private street and landscape easements will be maintained by the future HOA.

9. Appropriate provisions, in accordance with RCW 58.17.110, are made for:

- a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and;
- b. The public use and interest will be served by the platting of such subdivision and dedication;

Satisfaction of the requirements of RCW 58.17.110 is provided through the information provided in the preliminary subdivision application. The application materials discuss such issues as potable water, sanitary

waste, storm drainage, and roadways in depth. Regarding parks and recreation, the project is located in an area where significant recreational opportunities are available in area. Additionally, park impact fees will be paid at the time of building permits. These fees help fund local recreation opportunities.

It is anticipated students will be bussed to schools in the Camas School District. Sidewalks throughout the subdivision will provide adequate, safe access to school bus stops.

Platting of this site is consistent with the comprehensive plan and the zoning of the subject properties. The development of the property will result in the payment of impact fees, utility connection fees, and taxes used to support the public services of the community.

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

As mentioned previously, the proposed development is consistent with the comprehensive plan. The site is not located within any designated shoreline areas. No wetland or environmental areas exist within the site. The project has steep slopes along the east property boundary which need to be avoided. The new lots along the east boundary line will need to be set back from the steep slopes. After close coordination with Green Mountain project, the site access has been designed to minimize grading and any negative impact onto neighboring properties.