



**STAFF REPORT**

**Hidden Ridge Estates Subdivision**

File No. SUB19-01

(Consolidated files: SEPA19-22, CA19-07, ARCH19-08)

Report Date: November 4, 2021

<b>TO</b>	Hearings Examiner	<b>HEARING DATE</b>	November 9, 2021
<b>PROPOSAL</b>	To subdivide 7.88 acres into 15 single family lots on steep slopes.		
<b>LOCATION</b>	The site is located along NE Ingle Road in the SE and SW ¼ of Section 17, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcels 986043773.		
<b>APPLICANT/ CONTACT</b>	Paul Williams 7504 NW 10 <sup>th</sup> Ave Vancouver, WA 98685	<b>OWNER</b>	Lon Combs 7905 NE 173 <sup>rd</sup> Ave Vancouver, WA 98692
<b>APPLICATION SUBMITTED</b>	October 24, 2019 Resubmitted December 9, 2019	<b>APPLICATION COMPLETE</b>	December 23, 2019
<b>SEPA</b>	The City issued a SEPA Determination of Non-significance (DNS) January 9, 2020, with a comment period that ended January 23, 2020. The SEPA DNS was mailed to property owners January 8, 2020 and published in the Post Record on January 9, 2020. Legal publication #338190.		
<b>PUBLIC NOTICES</b>	A Notice of Application and Public Hearing was mailed to property owners within 300 feet of the site on October 6, 2021 and published in the Post Record on October 7, 2021. Legal publication #603200.		

APPLICABLE LAW: The application was submitted on October 24, 2019, and the applicable codes are those codes that were in effect at the date of application’s first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic* type.]

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**SUMMARY**

An application has been made to the City of Camas for preliminary plat approval to subdivide approximately 7.88 acres zoned Single-Family Residential (R-10). The preliminary plat proposal would separate this area into 15 lots ranging in size from approximately 11,100 square feet to 14,400 square feet. The site contains steep slopes primarily located to the northern and southern portion of the parcel. The proposal includes critical area, open space, access, utility, and stormwater facility tracts.

The subject site is bordered to the east and south by vacant property owned by the city which used to be part of phase 3 of Green Mountain PRD. To the north is the Mountain Glen neighborhood within the County’s jurisdiction. To the west is NE Ingle Road and across the street is undeveloped land zone Single-Family Residential (R-15) and Community Commercial (CC).

The proposed preliminary plat does or can comply with the applicable standards of the Camas Municipal Code (CMC) and Revised Code of Washington (RCW).

**FINDINGS**

*Chapter 16.07 State Environmental Policy Act*

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued January 9, 2020, as the proposed development includes more than nine residential dwelling units per CMC 16.07.020.A.1. and contains critical areas. The comment period ended January 23, 2020, and two comments were received. One comment was from the Department of Ecology regarding erosion control measures (Exhibit 24). The second comment was from a citizen concerning stormwater and drainage (Exhibit 25). These comments are addressed in the findings below.

**FINDING:** Staff finds the comments provided by the Department of Ecology must be complied with.

*Chapter 16.31 Archaeological Preservation*

An archaeological predetermination report was prepared for the Hidden Ridge Estates Subdivision. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

**FINDING:** Staff recommends a condition of approval that if potential artifacts are discovered during the course of construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City must be notified.

## *Chapter 16.59 Critical Areas*

**16.51.070(A) Critical Areas- Regulated.** *Critical areas regulated by this chapter include geologically hazardous areas (CMC Chapter 16.59).*

**16.59.060(C) Geotechnical Evaluation and Assessment.** *A critical area report for geologically hazardous areas shall first contain a site evaluation and, if required, an assessment of geological hazards.*

City mapping identified the subject property within an area of geologically hazardous areas (i.e. steep slopes). As such, the applicant submitted preliminary geotechnical and critical area reports prepared by Engineering Northwest, PLLC. The slopes are primarily located to the northern and southern portion of the parcel. The applicant has submitted multiple reports that have been peer reviewed by Earth Engineers, Inc (EEI). Below is a summary of the report submittals and peer review letters:

- Applicant submits first Geotechnical Report (Exhibit 30) on October 24, 2019
- Peer Review Letter #1 (Exhibit 31) and #2 (Exhibit 32) addressing first Geotechnical Report on Feb. 3 & Feb. 12, 2020
- Applicant submits second Geotechnical Report (Exhibit 33) and first Critical Areas Report (Exhibit 34) both on February 21, 2020
- Peer Review Letter #3 (Exhibit 35) addressing second Geotechnical Report March 3, 2020
- Applicant submits a Geotechnical Response Letter (Exhibit 36) addressing the #3 Peer Review Letter June 6, 2020
- Peer Review Letter #4 addressing first Critical Area Report (Exhibit 37) June 22, 2020
- Applicant submits second Critical Area Report (Exhibit 38) August 25, 2020

In total, there have been two critical area report submittals, two geotechnical report submittals, one geotechnical response letter from the applicant and four peer review letters from EEI. The second critical area report and the applicant's geotechnical response letter have not been peer reviewed at this time. However staff has reviewed them for compliance with Peer Review Letter #4. Peer Review Letter #4 is based off of the previous submittals. Staff finds comments 1-4, 8-10 and 12 have been met. However, comments 5-7 and 11 have not been addressed in the Geotechnical Repots, Critical Area Reports or the Preliminary Stormwater TIR. Staff recommends the conditions of approval in comments 5-7 and 11 need to be addressed in a supplemental geotechnical report prior to engineering plan approval.

The preliminary plat indicated a geotechnical hazard to the rear of lots 9-14. The geohazard area is 15 feet wide. Per CMC 16.51.240.A., a critical area may be placed in a tract as a protective mechanism. Staff recommends a condition of approval that the geotechnical hazard area to the rear of lots 9-14 shall be placed in a separate critical area tract and labeled as such. Per CMC 16.51.210.C., permanent fencing is required at the edge of a management zone. Staff recommends a condition of approval that permanent fencing is required between the geohazard area and lots 9-15.

There is a combination of critical area, open space, stormwater facility, and access tracts. Per the most recent preliminary plat submittal, there is an open space tract and a separate access tract both labeled Tract "A". There is also a private street tract and another open space tract both labeled Tract "B". There is also a third open space tract to the north of lot 1 that is not labeled. Staff recommends a condition of approval that each tract shall be labeled separately from one another.

**Finding:** Staff finds that, as conditioned, the applicant can and will comply with the critical area chapter of the Camas Municipal Code.

## Chapter 17.11 Subdivisions

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### CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:

*The hearings examiner decision on application for preliminary plat approval shall be based on the following criteria:*

**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.**

#### Comprehensive Plan

The subject property is designated as Single-Family Medium in the City's Comprehensive Plan, which includes the Single-Family Residential R-10 zone designation.

Overall, the 2035 City of Camas Comprehensive Plan supports the subdivision through a number of land use policies such as the following:

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU Policy 1.4: Ensure the park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.
- LU Policy 3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.
- H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- H-1.2: Support residential development that minimizes both impervious areas and minimizes site grading to retain the natural contours of the land. Low impact development (LID) strategies include conserving native vegetation in tracts and considering narrower streets, stormwater gardens, and other landscape practices that store and filter runoff.

The proposed subdivision will help accommodate the projected growth through utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan.

#### Parks and Open Space Plan

The Parks, Recreation and Open Space (PROS) Plan includes the T-27 trail near the subject site. City property abuts the subject site to the north, east and south. Previously, the city property was a portion of Green Mountain PRD Phase 3 which included construction of the T-27 trail. Staff finds the applicant is not required to construct the T-27 trail because it will be constructed in the future off site area.

Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street or pedestrian oriented use.

The future private road, as shown on the revised preliminary plans that were submitted on September 16, 2021, is approximately 770-linear feet in length and dead-ends at a cul-de-sac. The proposed length dead-end is supported by staff, with the installation of a pedestrian/bicycle connection to the nearest available street. Prior to final engineering plan approval the applicant should be required to

submit revised street plans that provide a pedestrian / bicycle connection located between future Lots 3 and 4 from the future private road to NE Ingle Road. A condition of approval is warranted.

Prior to final plat approval, a public access easement running over the pedestrian/bicycle connection from the future private road to NE Ingle Road, located between Lots 3 and 4, is to be maintained by the HOA and/or Property Owners. A condition of approval is warranted. A plat note to this effect is to be placed on the plat prior to final plat approval.

#### Neighborhood Traffic Management Plan

The city has a Neighborhood Traffic Management Plan (NTM). The NTM plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADTs) or more. The proposed development consists of 15 lots, which does not meet the threshold for installation of traffic calming features.

**FINDING:** Staff finds that the proposed project, as conditioned, can or will be compatible with the aforementioned city plans as conditioned throughout this report.

### ***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.***

#### Water:

Provisions for a water distribution system are required per CMC 17.19.040.C.4, which requires that each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with city design standards.

There is an existing 18-inch water main located in the northbound lane of NE Ingle Road. The 18-inch waterline currently dead-ends approximately 3,800-linear feet south of the southernmost property line of the proposed development, at the northern most limits of Green Mountain PRD (GMPRD) Phase 1.

Preliminary 'off-site' water plans were submitted by the applicant on September 16, 2021. The applicant proposes to construct an off-site waterline across a parcel owned by others (parcel number 125570-000 and city owned property (parcel number 171727-000), prior to reaching NE Ingle Road and continuing north to the proposed development's southern property line. This proposal would require the following:

- The applicant would have to tie into one of two existing 8-inch waterlines, both of which dead-end in existing cul-de-sacs located in GMPRD Ph. 2G; extend the new waterline across and under parcel number 12557-000 (owned by GMPRD Ph. 1); continue across and under the city owned parcel number 171272-000 to NE Ingle Road; and then north to the proposed development. The result would be approximately 3,900-linear feet of new waterline, with approximately 320-feet located off-site, and the remaining 3,580-linear feet located in NE Ingle Road to the southern property line of the proposed development.
- The applicant would be required to obtain an access and maintenance easement from GMPRD Ph. 1 HOA in order to cross their Open Space (parcel number 125570-000).
- The applicant would have to provide an access road from NE Ingle Road, across the city parcel and the GMPRD Ph. 1 Open Space Tract, in order to provide for access and maintenance of the new waterline.
- Staff is not in support of the off-site water main proposal.
- The new water main is to be constructed within the right-of-way in NE Ingle Road.

The preliminary water plan proposes an 8-inch water main to serve the proposed development. Staff is not in support of an 8-inch water main, except for that portion of the water main that is proposed to be located within the future private road, 'Hidden Ridge Court'.

Prior to final engineering plan approval the applicant should be required to submit revised water plans as follows:

- Extend a 12-inch new water main from the existing dead-end blow-off in NE Ingle Road, at the northernmost end to GMPRD Ph. 1, north to the northernmost property line and east to the easternmost property line of the proposed development.
- Extend a new 8-inch water main from the intersection of the future public 'Through Road' and future private road, 'Hidden Ridge Court', south the end of the cul-de-sac.
- A condition of approval to this effect is warranted.

Per CMC 17.19.040.C.4.a water service is to be stubbed to each lot of the proposed development. Prior to final engineering plan approval, the applicant should be required to verify that there are adequate fire flows available for each lot within the proposed development.

- If fire flows are found to be inadequate for any of the proposed lots, individual water pressure booster pump systems will be required for those lots that do not have sufficient water pressure to provide adequate fire flows.
- Individual water pressure booster pump systems shall be owned and maintained by the property owner.
- A condition of approval to this effect is warranted.

Additionally, prior to final engineering plan approval the applicant should be required to stub a water service and install a water meter box at the southernmost end of the proposed development's property line for the benefit of the existing single-family residence located south of the future dead-end cul-de-sac on parcel 171730-000 (addressed as 4601 NE Ingle Road, Vancouver, WA 98682). Connection to the new water service will be the responsibility of the property owner of parcel number 171730-000. A condition of approval to this effect is warranted.

Prior to final plat approval, the applicant should be required to provide an access and maintenance easement to the city over and under the 8-inch water main that is located in the future private road, 'Hidden Ridge Court'. A condition of approval to this effect is warranted. Said easement should be dedicated with the final plat. A plat note to this effect is to be placed on the plat prior to final plat approval.

**Finding:** Staff finds that the proposed development, as conditioned, can or will meet the requirements for water per CDSM and Municipal Code.

#### Storm Drainage:

Provisions for a stormwater system are required per CMC 14.02 Stormwater Control and CMC 17.19.040.C.3 Storm Drainage.

The existing parcel is approximately 7.61 acres (331,492 square feet) in size. Per Ecology's latest edition of the *Stormwater Management Manual for Western Washington* (2019 SWMMWW), Figure 1-3.1 Flow Chart for Determining Requirements for New Development, minimum requirements (MR) #1- #9 apply for a project that does not have 35% or more of existing hard surface and results in 5,000 sf or greater, of new plus replaced hard surface area. Based on the size of the proposed development MRs #1 thru #9 are to be addressed.

A preliminary stormwater report (TIR) was prepared and submitted by Engineering Northwest. Per the report the existing site slopes in a west-to-southwesterly direction at approximately 15% from the highest elevation of 340-feet at the northeast corner surface runoff flowing into the existing ditch that runs along the east side of NE Ingle Road. Per the preliminary TIR, minimum requirement #8 wetland protection does not apply to the proposed development and therefore will not need to be addressed. Staff concurs. However, the preliminary TIR does not address the project in its entirety. The report has been limited to the private improvements only. There are both private and public improvements as part of the proposed development, which include half-width and full width roadway improvements. Neither the revised stormwater plans nor the preliminary TIR address a stormwater collection or conveyance system for the public improvements, which include NE Ingle Road the future public 'Through Road'. Prior to final engineering plan approval, the applicant should be required to submit revised stormwater plans and a revised TIR that addresses stormwater runoff from both public road improvements: NE Ingle Road and the proposed public 'Through Road'. A condition of approval to this effect is warranted.

A condition of approval to this effect is warranted.

A revised preliminary stormwater plan was submitted on September 16, 2021. Per the revised plan, stormwater runoff from the future private road (Hidden Ridge Court) and surface/roof drain runoff will be directed, via a stormwater collection and conveyance system to the proposed stormwater facility. Discharges from the stormwater facility will outfall to the existing ditch along the east side of NE Ingle Road via the flow-control manhole and treatment vault. The existing ditch ultimately discharges via a culvert to the existing wetland/field on the westside of NE Ingle Road. Prior to final engineering plan approval, the applicant should be required to evaluate the existing ditch as to the need for reestablishment of the flow line and for erosion / sediment control measures prior to discharges from the new stormwater facility. A condition of approval to this effect is warranted.

The proposed stormwater facility, including fencing and landscaping, shall be located in a separate Tract. The Tract shall be shown on the plat with a plat note that clearly states that the maintenance of the facility is the responsibility of the Homeowner's Association/Property Owners. The City of Camas shall have right-of-entry for purposes of inspections.

The revised preliminary stormwater plans do not include a stormwater collection nor conveyance system in the future public 'Through Road'. Nor does the preliminary TIR address the public 'Through Road'. Prior to final engineering plan approval, the applicant should be required to submit revised stormwater plans and a revised TIR that addresses stormwater runoff from both public road improvements: NE Ingle Road and the proposed 'Through Road'. A condition of approval to this effect is warranted.

**Finding:** Staff finds that the proposed development, as conditioned, can or will meet the requirements for storm drainage per CDSM and Municipal Code.

Erosion Control:

Per CMC 17.21.030 any land-disturbing activities will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 and CMC 14.06. The existing parcel is approximately 7.61 acres (331,492 square feet) in size.

Per CMC 14.06 Erosion Control, adequate erosion control measures are to be provided during the site improvements for the proposed development in accordance with the *Camas Design Standards Manual* (CDSM) and Ecology's latest edition of the *Stormwater Management Manual for Western Washington* (2019 SWMMWW).

In accordance with CMC 17.21.050.B.3 an erosion control bond, in the amount of 200% of the erosion control items is required for land-disturbing activities in excess of one acre. The proposed development meets this requirement.

An *NPDES General Construction Stormwater Permit (GCSWP)* and a *Stormwater Pollution Prevention Plan (SWPPP)* are required for land-disturbing activities in excess of one area. The NPDES GCSWP permit is issued by the Washington State Department of Ecology . A copy of the NPDES GCSWP and SWPPP are to be submitted to the city prior to start of any land-disturbing activities.

**FINDINGS:** Staff finds that adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal:

Provisions for the sanitary sewer system are required per CMC 17.19.040.C.2 Sanitary Sewer, which requires that sanitary sewer shall be provided to each lot at no cost to the city and designed in accordance with city standards.

There is an existing 10-inch gravity sanitary sewer line, located in the southbound lane of NE Ingle Road, which was installed with the GMPRD Phase 1 improvements and dead-ends at the northernmost limits of GMPRD Phase 1. The existing gravity main flows to the NS-STG Goodwin Road Pump Station. The existing 10-inch sanitary mainline is capped with a temporary sanitary sewer cleanout at the northernmost limits of GMPRD Phase 1.

Per the preliminary utility plans that were submitted on September 16, 2021, the plans indicate that the gravity sanitary sewer main to be located in NE Ingle Road is/was ‘constructed by others’. However, the extension of the 10-inch sanitary sewer main has not been constructed. The sanitary sewer main dead-ends at the northernmost property line of GMPRD Ph. 1. Prior to final engineering plan approval, the applicant should be required to extend the future 10-inch sanitary sewer main in NE Ingle Road from the existing cleanout to the northern limits of proposed development and to the eastern limits of the dead-end of the future public ‘Through Road’. A condition of approval to this effect is warranted.

Additionally, per the preliminary plans, the applicant proposes to construct an 8-inch gravity sewer main, with a 6-inch lateral to each lot, in the future private road, ‘Hidden Ridge Court’. Based on the preliminary grading plans the private road slopes down from the north to an approximate elevation of 318.25 feet between future Lots 3 and 4 and then slopes up to an approximate elevation of 330.25 feet at the end of the future cul-de-sac. The gravity system is designed to serve future Lots 1 thru 15 and continues southwest, thru the private access road between Lots 3 and 4 in order to discharge into the future sanitary sewer main to be constructed with the improvements for the proposed development.

Additionally, prior to final engineering plan approval the applicant should be required to stub a sewer lateral and cleanout the southernmost end of the proposed development’s property line for the benefit of the existing single-family residence that is located south of the future dead-end cul-de-sac on parcel 171730-000 (addressed as 4601 NE Ingle Road, Vancouver, WA 98682). Connection to the new sewer lateral will be the responsibility of the property owner of parcel number 171730-000.

Prior to final plat approval, the applicant should be required to provide an access and maintenance easement to the city over and under the sanitary sewer main that is located in both the future private road and the access road between Lots 3 and 4. A condition of approval to this effect is warranted. Said easement should be dedicated with the final plat. A plat note to this effect is to be placed on the plat prior to final plat approval.

**FINDING:** Staff finds that the proposed project, as conditioned, can or will meet the requirements for sanitary sewer per CDSM and Municipal Code.

Existing wells, septic tanks, and septic drain fields:

CMC 17.19.020.A.3 requires abandonment of existing wells, septic tanks, and septic drain fields. Any existing wells, septic tanks, and drain fields should be properly abandoned and/or decommissioned in accordance with State and County guidelines prior to final plat approval. If applicable, any water rights associated with the abandoned well(s) shall be transferred to the city. Per the applicant's narrative, there are not any existing wells, septic tanks, or septic drain fields on the existing parcel.

**Finding:** Staff finds that, as conditioned, adequate provisions can or will be made for water, storm drainage, erosion control, and sanitary sewage disposal that are consistent with the Camas Municipal Code and the Camas Design Standard Manual.

***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 Standards Manual and other State adopted standards and plans;***

Roads:

Provisions for street improvements are required per CMC 17.19.040.B Streets.

[Public Roads]:

NE Ingle Road is classified as an existing unimproved 2-lane collector along the frontage of the proposed development, per the city's 2016 Comprehensive Transportation Plan. The existing roadway along the proposed frontage consists of approximately 40-feet of right-of-way and no improvements on either side of the road. Per 17.19.040.B.1 half-width street improvements along an existing roadway are required when it is determined to be appropriate by the city engineer. The proposed development requires half-width street improvements along the frontage of the proposed development.

NE Ingle Road:

The preliminary street improvement plan provides for half-width street improvements along NE Ingle Road, from the southernmost property line to the northernmost property line, abutting the southern property line of the Mountain Glen subdivision. The preliminary street improvement plans include the required half-width street improvements, with approximately 17-feet of additional right-of-way dedication along NE Ingle Road for a total right-of-way width of 57-feet, a full depth street section from the existing centerline east, curb & gutter, minimum 6-foot wide sidewalk, planter strip, and bike lane.

Proposed Public 'Through Road':

The preliminary street improvement plan proposes a full-width public road section that extends from the intersection with NE Ingle Road to the easternmost property line of the proposed development. The public 'Through Road' includes a 52-foot wide right-of-way width, 28-feet of paved surface, and 5-foot wide sidewalks and planter strips on each side. The 2-lane local roadway with 52-feet of right-of-way permits parking on one-side only. Prior to final engineering plan approval, the applicant should be required to submit revised signing and striping plans to include the location of 'No Parking' signs on the south side of the proposed public 'Through Road'. A condition of approval is warranted.

Prior to final plat approval, the applicant should be required to dedicate the additional 17-feet of right-of-way width along NE Ingle Road and the 52-feet of right-of-way width for the proposed public 'Through Road' to the City of Camas. A condition of approval is warranted.

Access spacing on NE Ingle Road:

As noted previously, NE Ingle Road is classified as a collector roadway. Intersection access spacing standards for a collector are a minimum of 330-feet to a maximum of 600-feet. The applicant is proposing an access road off NE Ingle Road. The future access road, referred to as 'Through Road' is

located approximately 525-feet south of the intersection of NE Ingle Road and NE 48<sup>th</sup> Circle. Per the preliminary plans the access road location meets the minimum access spacing standards.

Access Spacing on 'Through Road'

The proposed public 'Through Road' will be classified as a Local roadway. Intersection access spacing standards for a local roadway are a minimum of 110-feet to a maximum of 600-feet. The access location to the proposed private road 'Hidden Ridge Court', is approximately 330-feet from the intersection of NE Ingle Road. Per the preliminary plans, the access road location meets the minimum access spacing standards.

[Private Roads]:

The revised preliminary plat, submitted on September 16, 2021, for the proposed development includes one private road referred to as 'Hidden Ridge Court'.

Hidden Ridge Court:

Per the CDSM and CMC 17.19.040.B Table 17.19.040-1 Minimum Private Street Standards for 'Private Street D' is required when there is access to five or more dwelling units and is greater than 300-feet in length. Private Road Section D requires a minimum 48-foot wide Tract, 28-feet of paved surface, 5-foot wide detached sidewalks and planter strips on both sides of the road. Additionally, on-street parking is permitted on one side of the road only. The proposed private road is approximately 700-feet in length and dead-ends at a 35-foot radii cul-de-sac. The proposed length of the dead-end is supported by staff, with the installation of a pedestrian/bicycle connection to the nearest available street. As shown on the preliminary plat, the proposed private road meets the CDSM standards for Private Street D.

Prior to final plat approval, the applicant should be required to place the proposed private road in a separate Tract, which is to be owned and maintained by the Homeowners Association (HOA) and/or property owners. A condition of approval is warranted. A plat note to this effect is to be placed on the plat prior to final plat approval.

Parcel Number 171730-000 – 4601 NE Ingle Road:

There is an existing single-family residence that currently takes access via an existing gravel road off NE Ingle Road, thru the proposed development parcel, and south to the existing residence. The existing gravel access off NE Ingle Road is at the intersection of NE Ingle Road and the proposed future public 'Through Road'. This parcel, with the existing SFR, was part of the original 10.03 acre parcel until a boundary line adjustment decision (BLA17-07) was issued on June 23, 2017.

Per CMC 17.07.040.D all lots shall have legal access to a public road. The preliminary street plan provides an access easement and driveway approach at the end of the future private cul-de-sac for the benefit of parcel number 171730-000. This provides access from said parcel through the proposed development to NE Ingle Road. Prior to final engineering plan approval, the applicant should submit street plans that are to be revised to include a minimum 20-foot wide driveway approach from the end of the cul-de-sac to the northern property line of parcel number 171730-000. A condition of approval is warrant.

Prior to final plat approval, the applicant should be required to place the access easement to parcel number 171730-000 in a dedicated Tract that will be owned and maintained by the property owner of parcel number 171730-000. A condition of approval is warranted. A plat note to this effect is to be placed on the plat prior to final plat approval.

**FINDING:** Staff finds that the proposed development, as conditioned, can or will meet the city road standards.

Utilities, Street Lighting, Street Trees, and Other Improvements:

[Utilities]: Public utilities will be required for this development. All utilities are to be installed underground, per CMC 8.52.040.

[Street lighting]: LED street lighting will be installed along all street frontages in accordance with Camas Design Standards Manual (CDSM). Street light locations are to be shown on the final engineering plans. Preliminary electrical plans are to be submitted to the city for review and approval prior to submittal to Clark Public Utilities.

Prior to final plat approval, the applicant should be required to add a note to the final plat stating that “private streets with street lighting will have a separate meter and that maintenance of all light and power will be the responsibility of the Homeowner’s Association (HOA) and/or property owners”. A condition of approval is warranted. A plat note to this effect is to be placed on the plat prior to final plat approval.

[Street Trees]: CMC 17.19.030.F.1 requires one 2-inch diameter street tree in the planter strip of the right-of-way or similar location in the front yard for each dwelling unit. The preliminary landscape plan is in compliance with the requirement by proposing 59 street trees for 15 lots and along the new street frontage. The preliminary landscape plan shows at least one tree in front of each lot in the planter strip. Staff recommends a condition of approval that all landscaping should be installed or bonded for prior to final acceptance and must be in compliance with the city’s approved street tree list.

[Driveways]: Prior to final engineering plan approval, the applicant should be required to include driveway locations for each lot on the utility and landscaping plans in order to ensure that there are not any conflicts between utilities and street tree locations. A condition of approval is warranted.

[Parking]: The proposed private road meets the CDSM for Private Roadway Street D requirements which allows for parking on one side of the road only. Final engineering plans are to show the locations for the installation of ‘No Parking’ signs on one side of the road.

The proposed public ‘Through Road’ meets the CDSM for a 2 lane local road with a 52-foot right-of-way width, which allows for parking on one side of the road only. Final engineering plans are to show the locations for the installation of ‘No Parking’ signs on one side of the road.

**Finding:** Staff finds that, as conditioned, the applicant can or will make adequate provision 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

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

[ROW Dedications]: The applicant will be required to dedicate the following:

- 17-feet of additional public right-of-way along the east side of NE Ingle Road, for a total right-of-way width of 57-feet.
- 52-feet of public right-of-way along the future public ‘Through Road’ as noted on the preliminary plat.

[Easements]: The applicant will be required to provide adequate utility access and maintenance easements to the city over private streets, alleys, and access driveway tract, at the time of final platting, for the purpose of inspection, maintenance, and operation of said public water and sanitary sewer lines.

The stormwater treatment and detention facility and access roads are to be placed in a separate tract or tracts that are to be owned and maintained by the HOA and/or Property Owners with right-of entry granted to the city for inspection purposes.

Prior to final plat approval, all necessary easements and dedications should be noted on the final plat.

**FINDING:** Staff finds that the applicant can or will make provisions for dedications, easements, and reservations for the proposed development.

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

CMC 18.09.040 Table 1 Lot Dimensional Standards: The parcel is zoned Single-Family Residential R-10, permitting a minimum lot size of 8,000 square feet, a maximum lot size of 14,000 square feet, and an average lot size of 10,000 square feet. The proposed lots meet the minimum lot size, width, and depth. However, the maximum lot size proposed is 14,400 square feet and the average lot size is approximately 12,412 square feet based on the most recent updated plat submittal (Exhibit 16).

Per CMC 18.09.060.D, *“Where a tract under “C” above, includes one-half acre or more of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards”*. Tract “A” (the most northern tract) is dedicated for open space and is over one-half acre in size, therefore meeting the criteria to request negotiated flexibility. The applicant submitted a letter requesting negotiated flexibility to increase the maximum lot size from 14,000 square feet to 14,400 square feet and to increase the average lot size from 10,500 square feet to 12,412 square feet. In return there will be a total of approximately 1.5 acres of open space/critical area tracts in which over one-half acre will be contiguous. Through negotiated preservation, staff concurs with the applicant’s proposed changes to the maximum and average lot size. Staff finds a condition of approval and plat notes are required that show the building envelopes and setbacks as described above on the final plat.

CMC 18.09.040 Table 2 Setbacks: The lots in the proposed preliminary plat range from 11,139 square feet to 14,400 square feet. Per CMC 18.09.040 table 2, setbacks are based on lot size. The minimum front yard setback for lots 5,000 square feet to 11,999 square feet is 20 feet, side yard is 5 feet, and rear yard is 25 feet. For lots 12,000 square feet to 14,999 square feet, the front yard setback is 25 feet, side yard is 10 feet, and rear yard is 30 feet. The proposed building envelopes comply with the side yard setbacks. However, the building envelope for each lot currently proposes the same front and rear yard setbacks. Staff recommends a condition of approval that the setbacks must comply with CMC 18.09.040 table 2.

**FINDING:** Staff finds the proposed lot sizes conform to the requirement of the R-10 zone and complies with the dimensional standards with the exception of the maximum and average lot size due to negotiated flexibility.

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:

A minimum of 20 tree units (TU) per net developable acre is required for residential development per CMC 18.13.051(A) Table 1 – Required Tree Density and should be incorporated into the overall landscape plan. The entire site is approximately 7.88 acres. Per CMC 18.03.040 *“developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas.”* The open space and critical area tracts account for approximately 1.46 acres, therefore the net developable acreage is 6.41 acres, requiring 128 TU’s.

The tree plan indicates 321 TU’s will be retained. However, this count is for the entire acreage, not the net acreage. Based on the tree plan, there will be approximately 200 TU’s retained within the net developable acreage. There will also be 59 street trees which may count towards the tree density. Street tree plantings are required to be two-inch caliper in size, each equaling one TU, totaling an additional 59

TU's. Staff finds the minimum tree density is met. No trees are proposed for removal within critical area/open space tracts. If trees within critical area/open space tracts are proposed for removal, a vegetation removal permit will be required per CMC 16.51.125.

Staff recommends a condition of approval that the trees identified for preservation should comply with the tree protection recommendations of the tree survey and assessment. Any required revisions to the site plan, such as building setbacks and/or site improvements, will require an updated Tree survey for City and review and approval prior to Engineering Plan approval and will be conditioned as such.

#### CMC Section 18.17.060 Retaining Walls

If retaining walls are proposed, they shall follow Section 18.17.060.

#### CMC Chapter 18.34 Airport Overlay Zoning:

The subject property is located within the Airport Overlay Zone C. Staff recommends a condition of approval that an avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat. Prior to building permit submittal, the applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A and conditioned as such.

#### CMC Section 15.50.090 Clearing and Grading Standards:

The proposed development is subject to the requirements of CMC 15.50.090.L Clearing and grading including utility and road construction activities shall be allowed only from May 1st to October 1st of each year. The city may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions and site specific factors.

**FINDING:** As stated in the responses to criteria in this staff report and as conditioned herein, this proposal can or will meet all relevant codes, regulations, ordinances, and other requirements as identified herein.

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

Traffic Impact Analysis: A transportation impact analysis (TIA) may be required when a development will generate 200 or greater average daily trips (ADTs). The proposed development will generate approximately 150 ADTs, thus a full TIA was not required.

A traffic impact summary, dated May 19, 2018, was prepared by Northwest Engineering using data from the 8<sup>th</sup> Edition Institute of Transportation Engineer's (ITE) *Trip Generation Manual* and the original preliminary plat application for 14 single-family lots. The revised Hidden Ridge Estates preliminary plat, submitted on September 16, 2020, is for 15 single-family lots. Per *Table 1 – Trip Generation Comparison* of the 2018 TIA summary, there are 11 AM Peak Hour trips and 14 PM Peak Hour trips, which results in a projected 133 ADTs per the original preliminary plat proposal of 14 single-family dwelling units. The discussion prior to Table 1 states that the project will not send more than '10 net new peak hour trips' to the existing system.

While the increase in proposed lots from 14 single-family lots to 15 single-family lots is not likely to show a significant change in the AM and PM peak hour trips and ADTs, prior to final engineering plan approval the applicant should be required to provide an updated traffic impact summary using the current 11<sup>th</sup> Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* and the revised preliminary plat which proposes 15 single-family lots. A condition of approval is warranted.

[Site Distance Analysis]: The posted speed limit on NE Ingle Road north of the applicant's site is 50 MPH with a reduction in speed to 40 MPH at the city limits located approximately 170-feet north of the intersection to the future public 'Through Road'. The 2018 TIA summary does not address the AASHTO requirements for minimum sight distances for left-turns from NE Ingle Road onto the proposed future public road or left and right-turns from the proposed subdivision exiting onto NE Ingle Road. Additionally, the preliminary street plans have not provided vision clearance triangles at the proposed access locations at NE Ingle Road or at the proposed intersection of the future public 'Through Road' and the future private road, 'Hidden Ridge Court'.

Prior to final engineering plan approval, the applicant should be required to submit a revised TIA summary for review that verifies that adequate site distances can be provided within the vision clearance triangles areas at the proposed access locations onto NE Ingle Road and the future public 'Through Road' with vegetation management, limited sight grading, and signage locations, including 'Intersection' sign and advisory 'Speed Limit' sign in accordance with the City's code and AASHTO requirements as described in CMC 18.13 Landscaping and CMC 18.17 Supplement Development Standards. A condition of approval is warranted.

[Left-Turn Warrants]: The City follows AASHTO recommendations for turn lanes on two-way collector roadways, such as NE Ingle Road. The 2018 TIA summary did not address left-turn pockets from NE Ingle Road onto the proposed access road to the future subdivision. A left-turn pocket would be in a horizontal and vertical curve, with a posted speed limit of 50 MPH at the north end of the proposed development and just outside of city limits. The speed limit within Camas city limits is 40 MPH. Prior to final engineering plan approval, the applicant is to submit a revised TIA summary that addresses the need for a dedicated left-turn pocket and said proposed left-turn pocket length on the 2-lane collector. A condition of approval is warranted.

The north property line of the proposed development shares a boundary line between the north end of Camas City limits and the south boundary limits of Clark County, along NE Ingle Road. Any potential impacts to said portion of NE Ingle Road that would impact the roadway outside of the Camas City Limits, such as lane widening to accommodate a left-turn pocket, edge of road widening for left-turn pockets, and road tapering will require plan review and approval, and a county permit. Prior to final engineering plan approval, the applicant should be required to coordinate with Clark County for review, approval, and permitting for any impacts to NE Ingle Road north of the city limits. A condition of approval is warranted.

**FINDING:** Staff finds that the development, as conditioned, can and will meet the requirements of the Camas Design Standards Manual (CDSM) and Municipal Code for traffic and transportation.

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

The preliminary stormwater plans propose the construction of a stormwater collection and conveyance system, which includes a stormwater detention facility, catch basins, manholes, conveyance piping, and access road to the facility. The stormwater detention facility and access road are to be located in a separate tract. The stormwater collection and conveyance system is located in the proposed private road. The stormwater facility, access road, and all components of the stormwater collection and conveyance system are to be owned and maintained by the Homeowners Association (HOA) and/or property owners, per CMC 14.02.090, with right-of-entry granted to the city for inspection purposes.

Prior to final plat approval, the stormwater detention facility and access road are to be located in a Tract \_\_, all components of the stormwater collection and conveyance system, which are located in the proposed private road is to be designated as Tract \_\_ and are to be owned and maintained by the

Homeowners Association (HOA) and/or property owners, per CMC 14.02.090, with right-of-entry granted to the city for inspection purposes. A condition of approval is warranted.

Proposed plat note: "The stormwater detention facility and access road, located in Tract \_\_, and all components of the stormwater collection and conveyance system, located in Tract \_\_, are to be owned and maintained by the Homeowners Association (HOA) and/or property owners, per CMC 14.02.090, with right-of-entry granted to the city for inspection purposes.

**FINDING:** Staff finds that, as conditioned, provisions for maintenance of commonly owned private facilities is applicable to this development.

**9. *Appropriate provisions in accordance with RCW 58.17.110, are made for (a) the public health, safety, and general welfare, and (b) The public use and interest will be served by the platting of such subdivision and dedication;***

**FINDING:** As discussed throughout this report, staff finds that the subdivision can be conditioned to provide the appropriate provisions for public health, safety, general welfare, and assure the public interest is served.

**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 RCW36.70B.030.***

**FINDINGS:** Staff concurs that the proposed subdivision can or will meet the requirements of RCW 58.17 and other applicable state and local laws that are in at the time of final platting. The final plat will be processed in accordance with the requirements of CMC 17.21.060.

## **PUBLIC COMMENTS**

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As of the writing of this staff report, staff received written SEPA public comments from the Department of Ecology and the public as previously discussed in this staff report.

## **CONCLUSION**

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Based on the above findings and discussion provided in this staff report, staff concludes that Hidden Ridge Estates Subdivision (SUB19-01) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

## **RECOMMENDATION**

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Staff recommends APPROVAL of the preliminary plat of Hidden Ridge Estates Subdivision (SUB19-01) subject to the following conditions of approval:

## **CONDITIONS OF APPROVAL**

### **Standard Conditions:**

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development (CDEV) Engineering Department for review and approval.

3. CDEV Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
  - a. A stamped preliminary engineer's estimate shall be submitted to the CDEV Engineering Dept prior to or with submittal of plans for first review.
    - i. The first review submittal only shall consist of three (3) full size sets and one (1) half size set of the engineering plans, and one (1) hard copy of the revised TIR.
  - b. Payment of the 1% plan review (PR) fee shall be due prior to start of first review.
  - c. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
  - d. Under no circumstances will the applicant be permitted to begin construction prior to construction plan approval.
4. Any land-disturbing activities greater than one acre are required to obtain an *NPDES General Construction Stormwater Permit* (GCSWP) from Ecology. The SWPPP is a component of the NPDES permit.
  - a. Prior to commencement of any land-disturbing activities, a copy of the NPDES GCSWP and the SWPPP are to be submitted to engineering.
5. An approved form of financial security, in the amount of two hundred percent (200%) of the engineer's estimate for erosion and sediment control will be required prior to any land-disturbing activities, which are greater than one acre.
  - a. The financial security is required to be submitted to engineering prior to commencement of any land-disturbing activities for the proposed development.
6. Any existing wells, septic tanks, and septic drain fields, to be decommissioned, shall be decommissioned in accordance with state and county guidelines regardless of lots or properties served by such utility, per CMC 17.19.020.
7. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
8. In the event 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. An inadvertent discovery plan shall be prepared.
9. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance.
10. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
  - a. As-builts are to be submitted in either AutoCad or Carlson formats, and as PDFs. The cover sheet for the as-builts is to include the originally approved and signed cover.
11. Building permits shall not be issued until the final short plat is approved by the Planning, Engineering, Building, and Fire Departments, recorded, and Final Acceptance has been issued.
12. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.

13. All stormwater treatment and detention facilities/structures, i.e. the underground detention facility and the treatment catch basins are to be owned and maintained by the Homeowners Association (HOA) and/or property owners, with right-of-entry granted to the city for inspection purposes.

**Special Conditions of Approval:**

Planning:

1. The comments provided by the Department of Ecology shall be complied with.
2. The geotechnical hazard area to the rear of lots 9-14 shall be placed in a separate critical area tract and labeled as such.
3. Permanent fencing is required between lots 9-15 and the geohazard area.
4. Each tract shall be labeled separately from one another.
5. The trees identified for preservation shall comply with the tree protection recommendations of the tree survey and assessment.
6. If trees within critical area/open space tracts are proposed for removal, a vegetation removal permit will be required per CMC 16.51.125.
7. Any required revisions to the plat, such as building setbacks and/or site improvements, will require an updated Tree survey for City and review and approval prior to Engineering Plan approval.
8. If retaining walls are proposed, they shall comply with CMC Section 18.17.060.
9. Prior to building permit submittal, the applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A and

Prior to Final Engineering Plan Approval:

Planning:

10. The street tree plantings and other landscaping, as discussed throughout this report, shall be included on the landscaping plans with final engineering plan submittal for the site improvements. All landscaping should be installed or bonded for prior to final plat acceptance.
11. Prior to engineering plan approval, the applicant shall meet the conditions below from comments 5-7 and 11 of the fourth Geotechnical Peer Review Letter from EEI:
  - a. The geotechnical consultant shall evaluate whether the site clay soils are potentially expansive. If they are, then geotechnical recommendations must be provided to mitigate that risk.
  - b. The test pits shall be fully excavated and backfilled with properly compacted structural fill in accordance with Engineering Northwest's recommendations. The backfill should be inspected and approved by the geotechnical engineer.
  - c. The geotechnical consultant shall issue a supplemental report clarifying the required percent compaction requirement.
  - d. The geotechnical consultant shall issue a supplemental report with consistent utility trench backfill recommendations.

Engineering:

12. The applicant shall be required to submit revised street plans that provide for a pedestrian / bicycle connection located between future Lots 3 and 4 from the future private road to NE Ingle Road.
13. The applicant shall be required to submit revised water plans as follows:
  - a. Extend a 12-inch new waterline from the existing dead-end blow off in NE Ingle Road, at the northernmost end to GMPRD Ph. 1, north to the northernmost property line and east to the easternmost property line of the proposed development.
  - b. Extend a new 8-inch waterline from the intersection of the future 'Through Road' and future private road south the end of the cul-de-sac.
14. The applicant shall be required to verify that adequate fire flows are available for the proposed lots.
  - a. If fire flows are found to be inadequate for any of the proposed lots, individual booster pumps will be required for those lots that do not have sufficient water pressure to provide adequate fire flows.
  - b. Individual booster pumps shall be owned and maintained by the property owner.
15. The applicant shall be required to stub a water service and install a water meter box at the southernmost end of the proposed development's property line for the benefit of the existing single-family residence that is located south of the future dead-end cul-de-sac on parcel 171730-000 (addressed as 4601 NE Ingle Road, Vancouver, WA 98682).
  - a. Connection to the new water service will be the responsibility of the property owner of parcel number 171730-000.
16. The applicant shall be required to submit a revised TIR for review and approval that addresses all improvements that are required as part of the proposed development.
17. The applicant shall be required to submit revised stormwater plans and a revised TIR that addresses stormwater runoff from both public road improvements: NE Ingle Road and the proposed public 'Through Road'.
18. The applicant shall be required to evaluate the existing ditch as to the need for reestablishment of the flow line and for erosion / sediment control measures prior to discharges from the new storm facility.
19. The applicant shall be required to extend the future 10-inch sanitary sewer main in NE Ingle Road from the existing cleanout to the northern limits of proposed development and to the eastern limits of the dead-end of the future public 'Through Road'.
20. The applicant shall be required to stub a sewer lateral and cleanout the southernmost end of the proposed development's property line for the benefit of the existing single-family residence that is located south of the future dead-end cul-de-sac on parcel 171730-000 (addressed as 4601 NE Ingle Road, Vancouver, WA 98682).
  - a. Connection to the new sewer lateral will be the responsibility of the property owner of parcel number 171730-000.
21. The applicant shall be required to submit revised signing and striping plans to includes the location of 'No Parking' signs on the south side of the proposed public 'Through Road'.
22. The applicant shall be required to submit street plans that are to be revised to include a minimum 20-foot wide driveway approach from the end of the cul-de-sac to the northern property line of parcel number 171730-000.

23. The applicant shall be required to dedicate the additional 17-feet of right-of-way width along NE Ingle Road and the 52-feet of right-of-way width for the proposed public 'Through Road' to the City of Camas.
24. The street tree plantings and other landscaping, as discussed throughout this report, shall be included on the landscaping plans with final engineering plan submittal for the site improvements. All landscaping should be installed or bonded for prior to final plat acceptance.
25. The applicant shall include the driveway locations for each lot on the utility and landscaping plans in order to ensure that there are not any conflicts between utilities and street tree locations.
26. The applicant shall be required to provide an updated traffic impact summary using the current 11<sup>th</sup> Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual* and the revised preliminary plat which proposes 15 single-family lots.
27. The applicant shall be required to submit a revised TIA summary for review that verifies that adequate site distances can be provided within the vision clearance triangles areas at the proposed access locations onto NE Ingle Road and the future public 'Through Road' with vegetation management, limited sight grading, and signage locations, including 'Intersection' sign and advisory 'Speed Limit' sign in accordance with the City's code and AASHTO requirements as described in CMC 18.13 Landscaping and CMC 18.17 Supplement Development Standards.
28. The applicant shall submit a revised TIA summary that addresses the need for a dedicated left-turn pocket and provide a length for a left-turn pocket on the 2-lane collector.
29. The applicant shall coordinate with Clark County for review, approval, and permitting for any impacts to NE Ingle Road north of the proposed development.

Prior to Final Plat Approval:

1. The correct building envelopes and setbacks per CMC 18.09.040 Table 2 shall be shown on the plat prior to final plat approval.
2. An avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat.
3. A public access easement is to be placed over the pedestrian/bicycle connection from the future private road to NE Ingle Road located between Lots 3 and 4. The pedestrian/bicycle connection is to be maintained by the HOA and/or Property Owners.
4. The applicant shall be required to provide an access and maintenance easement to the city over and under the 8-inch water main that is located in the future private road. Said easement should be dedicated with the final plat.
5. The proposed private road is to be placed in a separate Tract and shall be owned and maintained by the Homeowners Association (HOA) and/or property owners.
6. The applicant shall be required to place the access easement to parcel number 171730-000 in a dedicated Tract that will be owned and maintained by the property owner of parcel number 171730-000.

7. The applicant shall be required to add a note to the final plat stating that “private streets with street lighting shall have a separate meter and that maintenance of all light and power will be the responsibility of the Homeowner’s Association (HOA) and/or property owners”.
8. The correct building envelopes and setbacks per CMC 18.09.040 Table 2 shall be shown on the plat prior to final plat approval.
9. An avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat.
10. All necessary easements and dedications should be noted on the final plat.
11. The stormwater detention facility and access road are to be located in a Tract \_\_, all components of the stormwater collection and conveyance system, which are located in the proposed private road is to be designated as Tract \_\_ and are to be owned and maintained by the Homeowners Association (HOA) and/or property owners, per CMC 14.02.090, with right-of-entry granted to the city for inspection purposes.
12. The applicant shall be required to provide an access and maintenance easement to the city over and under the sanitary sewer main that is located in both the future private road and the access road between Lots 3 and 4. Said easement shall be dedicated with the final plat.

Prior to Final Acceptance:

13. All landscaping shall be installed or bonded for prior to final acceptance and must be in compliance with the city’s approved street tree list.

Proposed Plat Notes

1. The public access easement running over the pedestrian/bicycle connection from the future private road to NE Ingle Road located between Lots 3 and 4 is to be maintained by the HOA and/or Property Owners.
2. The proposed private road is to be placed in a separate Tract and shall be owned and maintained by the Homeowners Association (HOA) and/or property owners.
3. An access and maintenance easement to the city, runs over and under the 8-inch water main that is located in the future private road. Said easement should be dedicated with the final plat.
4. The access easement to parcel number 171730-000 located in Tract \_\_ shall be owned and maintained by the property owner of parcel number 171730-000.
5. For trees in the common open space, tree topping shall not be permitted. Only trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Removal of hazard trees and required street trees shall be promptly replaced and maintained.
6. The stormwater detention facility and access road, located in Tract \_\_, and all components of the stormwater collection and conveyance system, located in Tract \_\_, are to be owned and maintained by the Homeowners Association (HOA) and/or property owners, per CMC 14.02.090, with right-of-entry granted to the city for inspection purposes.

7. An access and maintenance easement to the city, runs over and under the sanitary sewer main that is located in both the future private road and the access road between Lots 3 and 4. Said easement shall be dedicated with the final plat.