STAFF REPORT

McIntosh Subdivision

File No. SUB22-04

(Consolidated files: ARCH22-10, CA22-11, MAJVAR22-05, SEPA22-15)

Report Date: February 13th, 2023

TO	Hearings Examiner	**HEARING DATE**	February 16, 2023
PROPOSAL	To subdivide approximately 10.40 acres into 28 single-family lots.		
LOCATION	The site is located at 3210 NW McIntosh Road in the SE ¼ of Section 09, Township 1 North, Range 3, East of the Willamette Meridian; and described as Parcel Number 127449000.		
APPLICANT/ OWNER	METT RI, LLC: Sam Madison 3511 NW McMaster Drive Camas, WA 98606	**CONTACT**	SGA Engineering, PLLC Attn: Scott Taylor 2005 Broadway Street Vancouver, WA 98663
APPLICATION SUBMITTED	June 24, 2022	**APPLICATION COMPLETE**	November 7, 2022
SEPA	The City issued a SEPA Determination of Non-significance (DNS) on December 15, 2022, with a comment period that ended on December 29, 2022. The SEPA DNS was mailed to property owners on December 14, 2022 and published in the Post Record on December 15, 2022. Legal publication #762840.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on January 5, 2023. Legal publication #768340. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on February 2, 2023. Legal publication #774360.		

APPLICABLE LAW: The application was submitted on June 24, 2022, and the applicable codes are those codes that were in effect at the date of the 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 10.40 acres situated in the R-10 - Single-Family Residential Zone. The proposed preliminary plat would subdivide this subject property into 28 lots, ranging in size from approximately 8,000 square-feet to 14,074 square-feet. The site contains steep slopes. The proposal includes critical areas, open space, access, utility, and stormwater facility tracts.

The subject property is bordered to the east, west, and south by single-family residential subdivisions zoned Single-Family Residential R-10 and R-15. To the north, across NW McIntosh Road, is an existing Neighborhood Park (Klickitat Park) in the NP-Neighborhood Park Zone. The project site is currently developed with a shop building. The site also consists of grass and some trees in the southeast section as well as one evergreen tree located near NW McIntosh Road.

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 on December 15, 2022, 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 December 29, 2022, and two comments were received. One comment was from the Department of Ecology regarding solid waste management and water quality (Exhibit 23) and a comment from the Cowlitz Tribe regarding requirements if potential artifacts were found was received (Exhibit 22).

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

Chapter 16.31 Archaeological Preservation

An archaeological predetermination report dated May 19, 2022, was prepared by Archeological Services LLC, and was sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

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

Chapter 16.51 Critical Areas

CMC Chapter 16.61 – Geological Hazardous Areas

City mapping identified the subject property within an area of geologically hazardous areas (i.e., steep slopes). As such, the applicant submitted a geotechnical report prepared by Earth Engineering Inc., dated March 1, 2022. The slopes are located in the northwestern portion of the parcel where it exceed 15 percent grade, and at the southern end of the site where slopes range from 15-40%. Information contained in the geotechnical report indicates that the slopes were analyzed for stability with the proposed road, lots, and stormwater infrastructure. The geotechnical report provided did contain an older plat layout which is slightly different from the current proposal. As such staff does recommend that a condition be placed to have an addendum be provided to the geotechnical report addressing any notable changes for the current proposed layout. A preliminary grading plan has been provided which demonstrates compliance with the recommendations from Earth Engineers, Inc. Staff finds the site to be developable if the recommendations in the geotechnical report are followed.

> **FINDING:** Staff finds the proposal, as conditioned, can or will comply with the applicable provisions of CMC Title 16 Environment as discussed above.

Chapter 17.11 Subdivisions

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

The hearings examiner's 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 R-10 - Single-Family Residential 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-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- 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-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. The proposed residential development, 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 and Recreation Open Space Plan does not identify any trails or open spaces on or near the site.

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 (ADT) or more.

A Transportation Impact Study (TIS) dated April 27, 2022, was prepared by Kelly Engineering (Exhibit 7). Per the TIS, the proposed 28 Lot development will generate 264 average daily trips (ADTs), a total of 20 AM Peak Hour trips (5 in, 15 out) and a total of 26 PM Peak Hour trips (17 in, 9 out). Therefore, the proposed development will not be required to install traffic calming features.

> **FINDING:** Staff finds that the proposed project can and will meet the requirements as noted in the City's NTM plan.

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:
In accordance with CMC 17.19.040.C.4 Water System, each lot within a development shall be served by a water distribution system designed and installed in accordance with the city's *Design Standards Manual* (CDSM).

There is an existing 8-inch water main located in NW McIntosh Road and an existing 6-inch water main in NW 5th Avenue. The existing 6-inch water main dead-ends at a blowoff at the current westernmost end of NW 5th Avenue.

Preliminary utility plans were submitted with the application (Exhibit 8). Revised preliminary utility plans were submitted in February 2023 (Exhibit 15). The revised utility plans show a new 8-inch water main tapped from the main in NW McIntosh Road and extended through the site in future public roads NW Halifax Street and NW 5th Avenue, and to the end of the cul-de-sac in future private road NW Garden Court, with individual water services provided to each lot. An access and utility easement is to be granted to the city over and under both the water and sewer mains located within the future private road and is to be recorded with the final plat.

> Staff recommends a condition of approval that prior to final plat approval the following note should be added to the final plat stating that:
>
> - Tract _, a private road, consists of a utility access and maintenance easement, conveyed to the city, over and under the water main located in the private street.

Per the Camas Design Standard Manual (CDSM), individual water services are to be a minimum 1-inch service to each lot with meter boxes located in planter strips or at back of sidewalk in areas where the sidewalk is curb tight. Locations behind the sidewalk are to be within the right-of-way on public roads and within the private road tract. The revised preliminary utility plans show several locations where the water services and meter boxes are located within curb tight sidewalks.

> Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised water utility plans with all the future services and meter boxes located in planter strips or behind curb tight sidewalks.

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development. The revised preliminary plans show one new fire hydrant located on the future extension of NW 5th Avenue and no new hydrants on the future private road. Potential requirement for additional fire hydrants will be determined during final engineering plan review.

Per the CDSM a water sampling station for the development is required. The preliminary plans did not propose a water sampling station to be installed.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised the water utility plans to include the location for installation of the water sampling station onsite.

Per CMC 17.19.040.C.4.d landscaping in Open Space tracts must have a separate irrigation service and meter. Irrigation services are to be a minimum 1-inch service. The size of the irrigation meter is to be determined in advance and shown on the water and landscape plans. The owner of the open space tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised water utility plans showing the locations of all proposed irrigation services and the size of each irrigation meter.

FINDINGS: Staff finds that, as conditioned, adequate provisions for water can or will be made in accordance with CDSM and CMC 17.19.040.

Storm Drainage:

In accordance with CMC 17.19.040.C.3 the storm drainage collection system shall meet the requirements of the city's stormwater standards, the *Camas Design Standards Manual* (CDSM), and CMC 14.02 Stormwater Control.

Per Clark GIS Property Information, the site for the proposed development is approximately 10.43 acres (454,331 SF) in size. Per the preliminary TIR the site is approximately 9.94 acres (432,790 SF) in size. Per Figure 1-3.2: Flow Chart for Determining Requirements for Redevelopment of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing activities are greater than 7,000-square feet, minimum requirements #1-#9 will apply. The proposed development will have land-disturbing activities greater than 7,000-square feet, therefore Minimum Requirements (MR) #1-#9 apply.

A preliminary stormwater Technical Information Report (TIR) (Exhibit 9), dated June 24, 2022, was prepared by SGA Engineering & Design, LLC. The site contains an existing gravel driveway and an existing 1,440 SF building that will be demolished with the proposed improvements. There is a high point on the eastern side of the parcel and slopes predominantly to the north, west, and south, with existing steep slopes at the lower southeast portion of the property. Existing slopes range from approximately 5 to 8%, except for the steep slopes in the southeast portion which consist of slopes up to approximately 26%.

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater utility plan was incomplete, as the plans did not include sizing for the conveyance piping or manholes; design plans for the stormwater facilities or treatment structures; nor profiles of said conveyance system.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant should submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was not included in the preliminary TIR.

Staff recommends a condition of approval that prior to any land-disturbing activities the applicant should submit the required SWPPP, per MR #2 of the preliminary TIR.

MR #3 – Source Control of Pollution: The preliminary TIR addresses the various BMPs required for source control, which are included in Section D of the preliminary TIR.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR states that the proposed development will maintain existing drainage patterns and discharge locations to the maximum extent possible.

MR #5 – On-Site Stormwater Management: The preliminary TIR addresses this requirement in Section E of the preliminary TIR. Per the preliminary TIR, the intent of the onsite stormwater management is to implement inexpensive practices on individual properties in order to reduce the amount of disruption of the natural hydrology.

Per CMC 14.02 and CMC 17.19.040, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts and overland surface flow as noted below:

- CMC 14.02 Stormwater Control:
  14.02.010.B.2 Minimize damage to property from increased runoff rates and volumes.
- CMC 17.19 Design and Improvement Standards:
  17.19.040.C.3 Storm Drainage - The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.
- 17.19.040.C.3.e - All lots shall provide drainage for stormwater runoff from roof and footing drains to an approved drainage system. Rear yard low point area drains and/or storm drain lateral stubs connected to an approved drainage system shall be provided to each lot as necessary to prevent stormwater runoff impacts to adjoining parcels as determined by the city.

The revised preliminary plans (Exhibit 15) show a rear yard infiltration trench with roof drain laterals for Lots 3 thru 26. The preliminary plans don't appear to provide for stormwater surface runoff impacts to Lots 1 and 2 or Lots 27 and 28. These lots are subject to the same requirement to prevent stormwater surface runoff and roof drain impacts to adjacent parcels as Lots 3 thru 26.

Staff recommends a condition of approval that, prior to final engineering plan approval, the applicant should submit a revised stormwater plan that includes limiting impacts from roof drain and surface water runoff from Lots 1 & 2, and Lots 27 & 28, in addition to the measures proposed for Lots 3 thru 26. Said plan should ensure that adjacent parcels and downstream drainageways and/or adjacent properties are not negatively affected by roof drain downspouts and surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

Staff recommends a condition of approval that prior to building permit approval, single-family building permit applications are to include information regarding connection of roof drain downspouts to the rear yard stormwater laterals that discharge to the rear yard infiltration trenches.

MR #6 – Runoff Treatment: The preliminary TIR addresses this requirement in Section F. Treatment is proposed via Filterra treatment vaults located on future Tracts A and B. Per the preliminary utility plans the future Filterra treatment vault and the storm drainage facility on Tract A are public.

Per CMC 17.19.040.C.a Storm drainage facilities shall be placed on their own tract or within an open space tract and are to be maintained by the homeowners within the development in accordance with city standards. Treatment structures are not permitted within the public right-of-way.

Staff recommends a condition of approval that prior to final engineering plan approval the stormwater plans are to be revised with the proposed Filterra treatment structure at future Tract A is located outside of the public right-of-way and on future Tract A. Additionally, private rear or side yard drainage systems are to be placed within an easement across the applicable lots.

MR #7 – Flow Control: The preliminary stormwater report (TIR), addresses this requirement in Section G with the utilization of detention ponds and rear yard roof infiltration trenches in order to meet the predeveloped conditions as required by Ecology's current Stormwater Management Manual for Western Washington (SWMMWW).

Staff recommends a condition of approval that prior to final engineering plan approval, the stormwater utility plans are to be submitted with design information for proposed detention ponds and rear or side yard roof drain infiltration trenches.

MR #8 – Wetlands Protection: Section H of the preliminary TIR states that there are not any wetlands on-site, therefore wetland protections are not applicable.

MR #9 – Operation and Maintenance (O&M): The preliminary TIR did not provide an O&M manual for either the stormwater detention facilities or the Filterra treatment vaults. However, the referenced O&M Manual is Book 4 of the *2015 Clark County Stormwater Facility Operations and Maintenance Manual*. The proposed development is located in the City of Camas and Camas has a stormwater operation and maintenance manual included in the Camas Design Standards Manual.

Staff recommends a condition of approval that prior to final engineering plan approval the final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the treatment vaults.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two-years after date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance.

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations (HOAs)/homeowners). At completion of the 2-year warranty period, the stormwater facilities in Tract A and Tract B will be owned and maintained by the Homeowner's Association/homeowners.

Staff recommends a condition of approval that prior to final plat approval the following notes should be added to the final plat stating that:

- The stormwater facilities located on Tract A and Tract B are to be owned and maintained by the homeowners / Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract A and Tract B.

- Private rear or side yard drainage systems are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.

Proposed Plat Notes:

- Tract A and Tract B stormwater facilities are to be owned and maintained by the homeowners / Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract A and Tract B.
- Private rear and/or side yard stormwater drainage systems are to be placed in private stormwater easements and are owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems easements are located.

FINDINGS: Staff finds that, as conditioned, the applicant can and will make adequate provisions for stormwater control, conveyance, and water quality treatment.

Erosion Control:

In accordance with 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 *Stormwater Management Manual for Western Washington* (SWMMWW).

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. The preliminary plans did not include the erosion and sediment control plans.

Staff recommends a condition of approval that prior to final engineering approval, the applicant should be required to submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

Per CMC 17.21.030.C construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to land-disturbing activities of one acre or more. The erosion control financial security is to be submitted to the city prior to start of any land-disturbing activities. Additionally, the applicant will be required to provide a copy of both their *NPDES General Construction Stormwater Permit* (GCSWP) and their *Stormwater Pollution Prevention Plan* (SWPPP), which is a requirement of the NPDES GCSWP permit. The NPDES GCSWP permit is issued by the Washington State Department of Ecology for land-disturbing activities of an acre or more.

Staff recommends a condition of approval that prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

Staff recommends a condition of approval that prior to any land-disturbing activities, which includes tree cutting, clearing and grading, an approved set of final engineering plans, including the erosion prevention and sediment control measures is required.

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

Sanitary Sewage Disposal:

In accordance with CMC 17.19.040.C.2, sanitary sewers shall be provided and designed in accordance with the city's *Design Standards Manual* (CDSM). New gravity sewer mains are to be a minimum 8-inch main, including providing 6-inch laterals to each lot.

There is not an existing sanitary sewer main in NW McIntosh Road, however there is an existing 8-inch gravity sanitary sewer main and dead-end sanitary sewer manhole located at the southeast corner of the undeveloped parcel. The existing 8-inch gravity sanitary sewer main extends to the south along the eastern property line of future Lot 1. The existing sanitary sewer main continues south and east towards the sewage treatment plant.

The revised preliminary plans (Exhibit 15, sheet 3.0) show two new, but separate, 8-inch gravity sanitary sewer mains that begin at the northern end of future public roads "NW Halifax Street" and NW 5th Avenue extension; and in future private street "NW Garden Court", with sanitary laterals stubbed to each of the proposed lots (1 thru 28).

"NW Halifax Street / NW 5th Avenue" – Public Road

The new 8-inch sanitary sewer main, located in the future public road, starts at the north end of the development and continues south and then east connecting to an existing sanitary sewer main located along the eastern property line of future Lot 1. The existing sewer main is located approximately 8-feet west of the westernmost property lines of Lots 8 and 9 of The Ridge subdivision. Additionally, the preliminary plat shows Tract C, south of Lots 1 and 2, as a utility tract. Staff did not find a recorded access and maintenance easement over said existing sanitary sewer main. As the new sanitary sewer system for the proposed development will connect to an existing city owned sanitary sewer main, access for future maintenance activities is to be maintained along the eastern side of the proposed development.

Staff recommends a condition of approval that prior to final engineering plan approval, the preliminary utility plans should be revised with the existing sanitary sewer main, sanitary sewer manholes, and water main placed in a 20-foot-wide easement along the eastern property line of future Lot 1. The 20-foot-wide access and utility easement is to consist of a minimum 12-foot-wide hard surfacing to allow for access to the sewer main and manholes, the water main, and future Tract C – Utility Tract.

Staff recommends a condition of approval that prior to final plat approval, the final plat should be revised with the existing sanitary sewer main, sanitary sewer manholes, and water place in a 20-foot-wide easement along the eastern property line of future Lot 1. The 20-foot-wide easement is to an access and utility easement over and under the existing water and sanitary sewer, with right-of-entry granted to the city.

Proposed Plat Note: The 20-foot-wide easement along the eastern property line of future Lot 1 is an access and utility easement over and under the existing water and sanitary sewer, with right-of-entry granted to the city.

"NW Garden Court" – Private Road

The preliminary plans show the new 8-inch sanitary sewer main in the future private road beginning at Lot 28 and proceeding south thru the cul-de-sac and continuing south between future Lots 21 thru 24 to tie into the new sewer main in NW 5th Avenue.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat that a blanket utility access and maintenance easement is provided to the city over and under the sanitary sewer main located in the future private road "NW Garden Court".

Proposed Plat Note: Tract _, a private road "NW Garden Court" is covered by a blanket access and maintenance easement over and under the sanitary sewer main.

Neither the revised preliminary plans nor the preliminary plat provides for a utility access and maintenance easement over the segment of the sanitary sewer main and sewer manholes located south of the cul-de-sac, between future Lots 21 thru 24, and continuing south to tie into a new sanitary sewer manhole in NW 5th Avenue.

Staff recommends a condition of approval that prior to final engineering plan approval the engineering plans should be revised to include a minimum 15-foot-wide utility access and maintenance easement from the end of future "NW Garden Court", between future Lots 21 thru 24, south to future NW 5th Avenue, with right-of-entry granted to the city.

Staff recommends a condition of approval that prior to final plat approval, the final plat should be revised with a 15-foot-wide utility access and maintenance easement over the new sanitary sewer main and sewer manhole from the end of future "NW Garden Court", between Lots 21 thru 24, south to future NW 5th Avenue, with right-of-entry granted to the city.

Proposed Plat Note: The 15-foot-wide access and utility easement, from the end of future "NW Garden Court", between Lots 21 thru 24, and south to NW 5th Avenue is provided over and under the sanitary sewer main and sanitary manhole, with a right-of-entry granted to the city.

FINDINGS: Staff finds that, as conditioned, adequate provisions for sanitary sewage disposal can or will be made.

[Existing wells, septic tanks, and septic drain fields]:
Per 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 decommissioned in accordance with State and County guidelines prior to final plat approval. If applicable, any water rights associated with the decommissioned well(s) shall be transferred to the City.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should provide documentation to the city that any existing wells, or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

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;

<u>Roads:</u>
Streets for the proposed development shall be designed in accordance with CMC 17.19.040.B Streets and the Camas Design Standards Manual (CDSM).

Street naming is the responsibility of the Building Official. The future (street names), as shown on the preliminary plans and plat (Exhibit 8) and on the revised preliminary plans (Exhibit 15) and discussed

throughout the staff report, are street names that were provided by the developer. The preliminary street names on the preliminary plans and the preliminary plat are referred to as future (…) and are subject to change during the final engineering plan approval process.

NW McIntosh Road, located along the north frontage of the proposed development, is an existing 2-lane arterial per the city's 2016 Transportation Comp Plan. Existing frontage improvements on NW McIntosh Road are limited to the south side of the road west of the proposed development, and both sides of the road east of the proposed development. Existing frontage improvements consist of curb & gutter, sidewalks, and planter strips.

NW 5th Avenue, is an existing fully improved 2-lane local road, located at the southeast corner of the proposed development, which includes curb & gutter, sidewalks, and planter strips. NW 5th Avenue will be extended to the west with the proposed development.

Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when determined appropriate by the city engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per CDSM.

[Public Road]:
Per CDSM *Table 2 – General Guidelines for Geometry of a Roadway*, 3-lane collectors and/or arterials are to consist of a 74-foot right-of-way width, a 46-foot-wide paved street width, 6-foot-wide sidewalk, 5.5 to 7.5-foot-wide planter strip, and no on-street parking permitted on either side.

<u>NW McIntosh Road</u>
The revised preliminary plans (Exhibit 15) show the half-width street improvements along the frontage of the proposed development on NW McIntosh Road to include the 37-feet of right-of-way width as measured from the centerline of the road, a minimum 23-feet of full-depth paved surface, a 6-foot-wide sidewalk, and an 8-foot-wide planter strip. The improvements will result in approximately 59-feet of right-of-way width and 36-feet of total paved surface.

There is an existing sidewalk on the west side of the proposed development that was constructed with the frontage improvements for Ilwaco Estates. The preliminary plans show the new sidewalk connecting to the existing sidewalk.

On the eastside of the proposed development is The Ridge subdivision. The frontage improvements along 741 NW Fremont Street include curb and gutter and an existing curb ramp. These improvements were constructed with the development improvements for The Ridge. The sidewalk improvements stopped at the end of the curb return. Per the approved plat for The Ridge subdivision, sufficient right-of-way appears to have been dedicated that will allow for the sidewalk connection behind the curb, from the end of the existing curb ramp to the new sidewalk, along the frontage of the proposed development. The area behind the curb currently consists of packed soil and shrubs.

As there is a school bus stop located at the corner of NW McIntosh Road and NW Fremont Street, staff recommends that the applicant provide approximately 60-feet of sidewalk from the applicant's east property line to the existing curb return on the pedestrian pathway on NW McIntosh Road to the southwest corner of Fremont Street.

> Staff recommends a condition of approval that prior to final engineering plan approval, the engineering plans should provide for a continuous sidewalk connection from the east end of the sidewalk installed with the adjacent Ilwaco subdivision, along the frontage of the proposed development, and ending at the west end of the curb ramp installed with The Ridge subdivision at NW Fremont Street.

Exhibit 25, is in regard to providing additional signed and marked crosswalks on NW McIntosh. There is an existing signed and marked crosswalk on the westside of NW Ilwaco Street that provides pedestrian access to Klickitat Park. The recommended sidewalk improvements along NW McIntosh Road will provide a continuous pedestrian connection on the southside of NW McIntosh Road from NW Fremont Street west to the existing signed crosswalk on NW McIntosh Road. Based on limited sight distance staff does not recommend an additional marked crosswalk along NW McIntosh Road.

Per CMC 17.19.040.B.5 dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.

NW McIntosh is classified as a future 3-lane arterial with a right-of-way width of 74-feet. The existing right-of-way width along the frontage of the proposed development is approximately 42-feet-wide. In order to construct the required 37-feet of frontage improvements, the proposed development is required to dedicate approximately 17-feet of additional right-of-way width.

> Staff recommends a condition of approval that prior to final engineering plan approval, the engineering plans should be submitted with the required 17-foot right-of-way dedication on NW McIntosh Road to allow for the 37-foot full depth half-width street improvement, including a minimum of 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk in accordance with CDSM Street Detail ST5 3 Lane Collector/Arterial.

Per CDSM, Access Spacing Standards Table 3: The Access Spacing Standards for a roadway classified as an arterial is a minimum of 600-feet and a maximum of 1,000-feet.

Per the revised preliminary plans (Exhibit 15) the proposed intersection of NW McIntosh Road and the future public road (NW Halifax Street), is approximately 380-feet east of NW Ilwaco Street and approximately 338-feet west of NW Fremont Street. The location as shown does not meet the minimum access spacing standards.

> Staff finds that as the proposed development is located between two existing developments, to the east and west, a deviation from the minimum access spacing standards is supported by the city engineer.

In addition to the intersection spacing standard, a project is required to evaluate the 'Design Intersection Sight Distance' requirements, per *A Policy on Geometric Design of Highway and Streets per the American Association of State Highway and Transportation Officials (AASHTO).* Per the Traffic Impact Study (Exhibit 7), which is discussed in further detail under Criteria 7, the intersection sight distance looking west is over 400-feet (approximately 980-feet) and the intersection sight distance looking east is approximately 350-feet due to the existing vertical curve on NW McIntosh Road. Based on AASHTO and the 35 MPH posted speed limit on NW McIntosh Road, the recommended intersection sight distance should be 390-feet.

> Staff finds that as there is over 400-feet (approximately 980-feet) of sight distance looking west, staff would support shifting the proposed future public access road intersection (NW Halifax Street) further to the west to increase the intersection sight distance looking east. Shifting the proposed public access road intersection further to the west would also allow the applicant to potentially preserve the existing significant fir tree that will be impacted with the currently proposed location of the future public access road (NW Halifax Street).

Per CDSM, Table 2 General Guidelines for Geometry of a Roadway classified as a collector or arterial, the minimum curb radii on a public street with a 74-foot right-of-way width and 28-feet of paved surface is

35-feet. The revised preliminary plans do not include any curb radius dimensions at the intersection of NW McIntosh Road and future public road (NW Halifax Street).

Staff recommends a condition of approval that prior to final engineering plan approval, the engineering plans should be submitted with the minimum curb radius of 35-feet on both sides of the intersection at NW McIntosh Road and the future public access road (NW Halifax Street).

[Interior Public Roads]:
(NW Halifax Street)
Per CDSM Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane local neighborhood road with a 52-foot-wide right-of-way width, a 28-foot paved surface, 5-foot-wide detached sidewalks and 7-foot planter strips on both sides, and on-street parking permitted on one side only; requires approval from the city engineer.

The revised preliminary plans (Exhibit 15) propose to construct the future public road (NW Halifax Steet) in accordance with CDSM Table 2 – General Guidelines for Geometry of a Roadway, 2-lane local neighborhood road with 52-foot right-of-way width.

Staff finds that as shown on the revised preliminary plans, future local public road (NW Halifax Street) as shown, meets the minimum public road standard for a 52-foot right-of-way width and is approved by the city engineer.

Future NW 5th Avenue Extension:
The revised preliminary plans (Exhibit 15) propose to construct the future public road extension of NW 5th Avenue as a 2-lane local road with a 52-foot right-of-way width. However, per CMC 17.19.040.B.6, proposed street systems shall extend existing streets at the same or greater width, unless otherwise approved. The existing eastern end of NW 5th Avenue was constructed with a 60-foot right-of-way width, 36-foot-wide paved surface, sidewalks, and planter strips. During the initial review staff advised the applicant that the future extension of NW 5th Avenue was to be constructed to tie into the existing NW 5th Avenue with a 60-foot right-of-way and tying into the existing sidewalk and planter strips to the east. This will also eliminate the 'spite strip' that would have been located between the back of sidewalk and the property lines along future Lots 1 and 2.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should work with staff to provide an acceptable transition between the future extension of NW 5th Avenue to tie into the existing NW 5th Avenue to the east.

The revised preliminary plans show a triangular shaped unidentified parcel of land on the southeast side of future Lot 3 that is shown to provide access to the existing single-family residence at 3210 NW McIntosh Road (Parcel ID Number 217455000). This parcel is approximately 1.1 acres (47,916 SF) in size and has the potential to be further developed in the future. Per *CMC 17.19.040.B.10, street layout shall provide for the most advantageous development of land development, adjoining area, and the entire neighborhood.* Therefore, the unidentified triangular shaped parcel is to be public tract to reserve sufficient roadway and right-of way widths for future improvements.

Staff recommends a condition of approval that prior to final engineering plan approval, the engineering plans should be submitted with the unidentified triangular shaped parcel on the east side of future Lot 3 shown as a public tract to allow for future access improvements to the southern parcel (PIN 217455000).

Staff recommends a condition of approval that prior to final plat approval, the final plat should provide for the dedication of Tract _, the unidentified triangular shaped parcel located on the east

side of future Lot 3. Tract _ is to be dedicated as a public tract set aside for reservation of future access improvements to parcel number 217455000.

Proposed Plat Note: Tract _ is a public tract set aside for future access improvements to Parcel Number 217455000. Ownership and maintenance of said tract will be the responsibility of the city.

Per CMC 17.19.040.B.10.b.i Block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standard manual. The maximum block length for a local roadway classification is 600-feet. The proposed interior local block length on the future public road (NW Halifax Street) is approximately 625-feet in length.

Staff finds that while the length slightly exceeds the maximum block length standard, a deviation from the maximum block length standard for a local roadway is supported by the city engineer as the roadway is looped.

[Private Roads]:
Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway – Private Street D, a private road in excess of 300-feet with access to five of more dwelling units is to consist of a 48-foot-wide tract, with a 28-foot paved surface, 5-foot-wide sidewalks and 4.5-foot-wide planter strips on both sides, on-street parking permitted on one side only, and cul-de-sacs are to be a minimum 35-foot radius.

The revised preliminary plans (Exhibit 15), show the future private road (NW Garden Street) with a 48-foot-wide tract, 28-foot paved surface, sidewalks and planter strips on both sides, and a cul-de-sac with a minimum 40-foot radius.

Staff finds that the revised preliminary plans, as shown, meets or exceed the minimum private road standard D and is supported by staff.

Private Road Standard D prohibits on-street parking on one side of the road. Installation of 'No Parking and Towing' signage is required as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to provide a design for a 'No Parking and Towing' sign for review and approval.

a. Said sign is to include contact information for a towing company.
b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.

Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over 300-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 for pedestrian oriented use.

Per the revised preliminary plans, the permanent dead-end cul-de-sac is approximately 365-feet from the proposed gate, which exceeds the maximum 300-foot length. A direct pedestrian or bicycle connection is not provided to the nearest available street, which would be the future public road (NW Halifax Street).

Staff finds that a deviation from the dead-end standard requiring a pedestrian or bicycle connection is supported by the city engineer as a pedestrian connection to the future public road (NW Halifax Street) does to provide a substantial benefit to the residents on the future private road (NW Garden Court).

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway – Private Street A, a private with access to four or less dwelling units is to consist of a 20-foot-wide tract, with a minimum 12-foot paved surface, no on-street parking permitted on either side.

Private Road Standard A prohibits parking on both sides of the road. Installation of 'No Parking and Towing' signage is required as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to provide a design for a 'No Parking and Towing' sign for review and approval.

a. Said sign is to include contact information for a towing company.
b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance on the private road access to future Lots 22 and 23.

Per Note 3, Dead-end roads in excess of 150-feet as measured from the centerline of the adjacent road require a dead-end turnaround.

The revised preliminary plans show the private road access to future Lots 22 and 23 to is approximately 190-feet in length as measured from the centerline of the dead-end cul-de-sac.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant is to work with the engineering staff and the Fire Marshal to provide an acceptable dead-end turnaround on this private road. Additionally, the private road access to Lots 22 and 23 is to be placed in a Tract to be owned and maintained by the adjacent homeowners and/or the homeowners association (HOA).

Staff recommends a condition of approval that prior to final plat approval the private road access to Lots 22 and 23 is to be placed in a Tract to be owned and maintained by the adjacent homeowners and/or the homeowners association (HOA).

Proposed Plat Note: Tract _ is a private road access to Lots 23 and 24 and is to be owned and maintained by the adjacent homeowners and/or the homeowners association (HOA).

<u>Utilities, Street Lighting, Street Trees, and Other Improvements</u>:

[Street lighting]:
LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting.

The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, and other utilities. Per CDSM, private streets in excess of 100-feet in length and serving more than five dwelling units are required to have streetlights. Any streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the HOA.

Staff recommends a condition of approval that prior to final engineering plan approval all street light locations are to be shown on the engineering and landscape plans. Additionally:

- Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
- Prior to submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Street trees and Landscaping]:

CMC 17.19.030 (F 1) states: "Each dwelling unit within a new development shall be landscaped with at least one tree in the planting strip of the right-of-way, or similar location in the front yard of each dwelling unit, with the exception of flag lots and lots accessed by tracts." Street trees shall be a minimum of 2" caliper. The preliminary landscape plan indicates that each proposed lot, with the exception of lots 22 and 23, has been provided with at least one street tree. As proposed, lots 22 and 23 are accessed via a shared driveway access and do not have direct access off the private road, so the street tree requirement does not apply.

Staff recommends a condition of approval that prior to final acceptance all landscaping be installed or bonded for and all proposed street trees must be in compliance with the city's approved street tree list. Additionally, prior to final engineering approval, the applicant is required to show proposed driveway locations for each lot to ensure that street trees are not impacted.

The street tree plantings and other landscaping as discussed throughout this report, should be included on the landscaping plans with final engineering plan submittal for the site improvements.

Staff recommends a condition of approval that requires the applicant to submit a final landscape plan for review and approval that is consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list, prior to final engineering plan approval.

Landscaping adjacent to or within tracts should be installed prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

[Storm Facility Landscaping]:
CMC 17.19.030.F.6 requires that storm drainage facilities within 30-feet from any street or accessory structure to be landscaped with a 10-foot L2 buffer. The proposed storm facilities located in Tracts A and B should be landscaped with a L2 buffer at its lot lines and the landscaping should be shown on the final landscape plans.

Per the CDSM, the storm facilities are to be fenced with a maximum height 6-foot fence with top rail and a minimum 10-foot-wide double gate for access. The preliminary stormwater plans do not provide for fencing or gated access to the future stormwater facilities located on Tracts A and B.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant should submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the property lines of Tracts A and B where the tracts abuts the future Lot 11 and Lots 26 and 27. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the access road to the facility and a minimum 4-foot-wide man gate.

FINDING: Staff finds that, as conditioned, the applicant can or will make adequate provisions as conditioned 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;

The applicant is conditioned to dedicate the minimum 17-foot right-of-way width on NW McIntosh Road required for the frontage improvements and the 52-foot right-of-way width for the internal public roads required to serve the proposed development, as shown on the preliminary plats, with the exception of sufficient right-of-way width required to match the western end of the existing NW 5th Avenue that was

constructed with The Ridge subdivision. NW 5th Avenue, through The Ridge, consists of a 60-foot right-of-way width.

Future private road "NW Garden Court" Tract _ is identified as private road on the preliminary plat. A public sanitary sewer main and public water main will be located within the private road 'Tract _', therefore future private road "NW Garden Court" is conditioned to provide a blanket utility access and maintenance easement to the city for the water and sanitary sewer mains.

The 20-foot-wide easement along the eastern property line of future Lot 1 is a blanket access and utility easement over and under the existing water and sanitary sewer, with right-of-entry granted to the city at time of final platting.

The 15-foot-wide easement from the end of future "NW Garden Court" to NW 5th Avenue is an access and utility easement over and under the sanitary sewer main located between Lots 21 through 24, with a right-of-entry granted to the city, at the time of final platting.

Additionally, the private road Tract provides access to the stormwater facility located in 'Tract B'; as such the applicant is required to provide the blanket access easement is to be included for the stormwater facility on Tract B. Right-of-entry for inspection purposes is to be provide for the stormwater facilities located on Tract A and Tract B at the time of final platting.

A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the storm drainage facilities located on Tracts A and B; private rear yard storm drainage facilities; fencing; walls; landscaping and irrigation; private road 'Tract' and street lighting; the private gate and controller; and tracts or easements outside of the City's right-of-way. Further, all necessary easements and dedications should be noted on the final plat.

> **FINDING:** Staff finds that, as conditioned, adequate provisions for dedications, easements and reservations can or will be made by the applicant at the time of final platting.

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 subject property is situated in the R-10 - Single-Family Residential Zone, permitting a minimum lot size of 8,000 square-feet, maximum lot size of 14,000 square-feet, and an average lot size of 10,000 square-feet. As per Table 1, the proposed lots are required to have a minimum lot width of 80-feet, and lot depth of 100-feet. The maximum density for the R-10 zone is 4.3 dwelling units per acre.

The subject property shares its easterly side and a portion of the westerly side property line with property situated in the R-15 zone. Per CMC 18.09.080.B, *"When creating new lots via short plats or subdivisions that are adjacent to a different residential zone designation, the new lots along that common boundary shall be the maximum lot size allowed for the zone designation of the new development (if a lower density adjacent zone), or the minimum lot size allowed for the zone designation of the new development (if a greater density adjacent zone), as based on CMC 18.09.040 Table 2, Section A."* As such, proposed Lots 23-27 situated along the westerly side property line are required to be a minimum of 14,000 square feet in size and are slightly larger than 14,000 square-feet, meeting that requirement. The applicant is proposing a 10-foot-wide landscape tract "Landscape Tract 2" along the westerly side property line adjacent to proposed Lots 3-7. This design is consistent with other current land use decisions that abut adjacent properties with a higher zoning designation and beveling does not directly apply.

CMC 18.09.040 Table 2 Setbacks

As proposed, the lots within the subdivision range in size from 8,000 - 14,074 square-feet. Setbacks are based on lot size; therefore, the lots must comply with the setbacks as shown in in CMC 18.09.040 Table 2 and as noted below:

Lot Area	**5,000-11,999 sq. ft.**	**12,000-14,999 sq. ft.**
Minimum front yard	20	25
Minimum side yard	5	10
Minimum side yard flanking a street corner lot rear yard	10	15
Minimum rear yard	25	30
Minimum lot frontage on a cul-de-sac or curve	30	35

All proposed lots meet the dimensional standards with the exception of lots 25, 26, and 28. Variances have been requested for reduced front and rear yard setbacks for lots 25 and 26, as well as a reduced rear yard setback for lot 28. The applicant is also requesting a major variance to increase the lot coverage from 35% to up to 50% for the proposed subdivision. The applicant's narrative indicates that the larger lot requirement has created some challenges and a reduced front and rear yard setback is requested for the lots along the easterly side of the project.

> **FINDING:** Aside from lots requesting a variance, staff finds the proposed lot sizes can conform to the requirements of the R-10 zone as conditioned.

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

<u>CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:</u>
A minimum of 20 tree units (TU) per net developable acre is required for residential developments 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 10.40 acres in size. 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 2.81 acres; therefore, the net developable acreage is 7.48 acres, requiring 150 TUs.

An arborist report dated February 6, 2023, was submitted for the proposed project, and indicates that there are 8 trees and 10 clumps of Hazelnut trees on the project site. Six of the existing trees are proposed to be removed to facilitate the subdivision. One of the trees to be removed is a large evergreen that is situated at the front of the property, near NW McIntosh Road and directly in the proposed access road for the subdivision. The arborist report indicates that this tree is approximately 90-feet tall and while the tree appears to be in good condition, it exhibits some past breakage about 15-feet from the top. The breakage resulted in several branches growing upward to become new tops which creates a weak are subject to future breakage. The report notes that the grading required for the proposed project would have sever impacts to the tree and states that there does not appear to be a viable option for moving the road location while providing the safety, sight distance, and slope requirements for the project. The applicant has indicated that the proposed access for the subdivision is required to be where located to ensure enough spacing of the intersection. Staff notes that the access point requires an exception for spacing as proposed and encourages the applicant to redesign the access point to avoid the removal of the tree, if possible.

Based on 7.48 acres of net developable area, a total of 149.6 tree units are required for the proposed project. The tree plan indicates that the exiting trees provide 10 TU's, and an additional 140 trees will be planted for a total of 150 TU's. The 150 TUs are made up of proposed street trees and site trees. The applicant has indicated that the project would provide more mature trees and shrubs to create an entry statement into the development to offset the removal of the large evergreen tree. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. The final landscape plan shall specify what larger tree or shrubs can be installed at the north entrance of the subdivision to create an entry statement. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance.

CMC Section 18.17.060 Retaining Walls:

CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. As proposed, the Preliminary Grading Plan indicates that Storm Tract "A" will utilize a retaining wall approximately 8-feet in height while Storm Tract "B" is proposed with a 6-foot-high retaining wall. Exterior retaining walls facing the public right-of-way will be required to be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition is warranted.

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

[Traffic Impact Analysis]:
Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs).

Based on the transportation impact analysis (TIA), dated April 2022 and prepared by Kelly Engineering, the proposed development will generate approximately 264 ADTs, which triggered the requirement for a TIA.

[Trip Generation and Distribution]:
Per the TIA, Table 1 – Site Traffic Generation. Using the 11th Edition ITE Trip Generation Manual and the land-use code (210 – single-family detached housing), the proposed development will generate an average of 264 trips per day, with a total of 28 AM Peak Hour Trips (20 In / 15 out) and a total of 36 PM Peak Hour Trips (17 In / 9 out). Based on existing traffic volumes 65% of the traffic will travel to and from SR-14 via NW Brady Road and the remaining 35% will west and east on NW McIntosh Road and NW Brady Road.

[Level of Service]:
The level of service (LOS) study area intersections were analyzed to determine existing year (2022), and year 2025 with and without the proposed development. The 2010 Highway Capacity Manual procedures were used for the intersection operation analysis based on LOS. The LOS criterial range from 'A', which indicates little, if any delay, to 'F', which indicates significant vehicle delays. The range of criteria, based on an average delay of seconds per vehicle, are shown on Table 2 – LOS Criteria in the TIA.

[Capacity Analysis]:
Based on the LOS criteria range, noted in Table 2, the intersections to be evaluated at Year 2025 without Project and Year 2025 with Project will operate at a LOS ranging from LOS A to LOS C, depending on the noted intersection.

The following intersections were analyzed:

- Proposed site access at NW McIntosh Road
- NW Fremont Street at NW McIntosh Road
- NW McIntosh Road at NW Brady Road
- NW Grand Ridge Drive at NW Brady Road

Per Table 3 – Capacity Analysis Summary, the intersections noted above, which are located within the study area will operate at acceptable levels with the Year 2025 build-out of the proposed development. ***Staff Concurs.***

[Pedestrian, Bicycle & Transit Considerations]
Per the TIA, "low pedestrian and no bicycle activities were observed within the vicinity of the site. The site is not served by public transit service."

[Collision Data]:
Per the TIA, "collision data was obtained from the Washington State Department of Transportation (WSDOT) for the three-year time period between December 23, 2018, and December 23, 2021. This is the most recent three years of available data. Based on the available data the calculated accident rates do not exceed 1.0 accidents per million entering vehicles (MEV) that usually identifies an intersection with a high accident rate."

[Turn Lanes and Conflicts with Adjacent Intersections/Driveways]:
Per the TIA, dedicated "turn lanes are not warranted. Additionally, "based on field observations, including the existing traffic volumes no turning movement conflicts will occur with any adjacent intersections or driveways."

[Sight Distance Analysis]:
Per the TIA, "Sight distance was measured at the site access onto NW Mcintosh Road. The measured intersection sight distance was over 400-feet when looking towards the west and 350-feet when looking towards the east. The sight distance when looking towards the east was slightly restricted by the vertical curve on NW Mcintosh Road. Based on the criteria in AASHTO, *A Policy on Geometric Design of Highways and Streets,* and the posted speed limit of 35 mph on NW Mcintosh Road, the recommended intersection site distance is 390-feet.

Staff finds that as there is over 400-feet (approximately 980-feet) of sight distance looking west. Staff would support shifting the proposed future public access road (NW Halifax Street) intersection at NW McIntosh Road, further to the west to increase the intersection sight distance looking east. Shifting the proposed public access road intersection further to the west would also allow the applicant to potentially preserve the existing significant fir tree that will be impacted with the currently proposed location of the future public access road (NW Halifax Street).

[Transportation Improvements]:
Per the TIA, "bike and pedestrian improvements on NW Brady Road west from NW McIntosh Road to the city limits are identified in the City's "6-Year Transportation Improvement Bike and Pedestrian Improvements on Brady Road from McIntosh west to the city limits are identified in the City of Camas 6-year Transportation Improvement Program. The project has a priority number of 23, with preliminary engineering scheduled for January 2025." However, there is not currently any funding for the proposed project.

[School Considerations]:

Per the TIA, "elementary and middle school students will attend Prune Hill Elementary and Skyridge Middle School. High school students will attend Camas High School. School bus service will be provided for all students. The school bus routes change on a yearly basis depending on where new developments occur. Currently there are school bus stops on NW Ilwaco Street at NW McIntosh Road to the west and on NW Fremont Street to the east."

[City of Vancouver Concurrency Review]:
The City of Vancouver has identified a list of proportionate share intersections that require the number of PM Peak Hour Trip distributions to be identified. Per Table 5 - Concurrency Corridors of the TIA, the applicant's traffic engineer, Kelly Engineering, identified 17 PM Pear Hour Trips distributed to the proportionate share intersection of NE 192nd Avenue at the westbound (WB) on ramps onto SR-14 from the proposed development. Per the City of Vancouver, "the proportionate share fee amount at the following intersection is $2,000.00 per PM Peak Hour Trip and that the developer is required to pay the proportionate share fees associated with this intersection."

Based on the TIA, the proportionate share amount for intersection improvement projects in the City of Vancouver are as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192nd Ave & WB SR-14 ramps	$2,000 per PM peak hour trip	17	34,000.00
Total Proportionate Share Cost			**$34,000.00**

Staff recommends a condition of approval that prior to final acceptance the applicant is required to pay the proportionate share amount of $34,000.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

TIA Conclusions and Recommendations:

- Based on the findings of this transportation impact study the surrounding roadway system can adequately accommodate traffic from the Mcintosh Subdivision. The study area intersections will operate at level of service "C" or better with build out of the development.
- The sight distance when looking towards the east from the future site access is slightly restricted by a crest vertical curve on NW Mcintosh Road. Tue measured intersection sight distance was 350 feet and 390 feet would be desirable as based on the criteria in AASHTO, A Policy on Geometric Design of Highways and Streets. Consideration should be given to install a "Limited Sight Distance" sign similar to the one on Mcintosh Road for eastbound traffic. The sign could be installed to the west of NW Fremont Street for westbound traffic. No additional off-site traffic control devices or roadway improvements were identified to accommodate the development. ***Staff concurs. The 'limited sight-distance' sign will be addressed during engineering plan review.***

- 17 trips from the Mcintosh Subdivision are projected to enter the 192nd Avenue and SR-14 WB ramps during the PM peak hour. This intersection location is under the jurisdiction of the City of Vancouver. The City of Vancouver is collecting proportionate share fees with a unit cost per trip of $2,000. ***A condition is warranted***.
- Adequate sight distance should be maintained at the site access onto Mcintosh Road. Obstructions by signs, vegetation or other objects should not be allowed. ***Staff concurs.***

FINDING: Staff finds that this development, as conditioned, can or will meet any impacts identified by the transportation impact study.

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

Per CMC 14.02.090.A.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two-years after the date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance.

Per CMC 14.02090.C, the City shall have the right-of-entry and authority to inspect the stormwater facilities for compliance with this chapter. A note is to be added to the final plat granted the city right-of-entry for inspection purposes. A condition of approval is warranted.

Per CMC 17.19.040.A.2 the HOA and/or homeowners are responsible for the ownership and maintenance of the private streets. A note is to be added to the final plat stating that private Tract C is to be owned and maintained by the individual property owners and/or homeowners association (HOA). A condition of approval is warranted.

FINDING: Staff finds that, as conditioned, this development can or will meet the appropriate provisions for maintenance of private facilities.

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.

Chapter 18.45 Variance

As proposed, the applicant is requesting a major variance to allow a lot coverage of up to 50% for all lots where the zoning code permits a lot coverage of 35% in the R-10 zone. The applicant is also requesting setback variances for proposed lots 25, 26, and 28 as follows:

- To allow a front setback for lots 25 and 26 to be 20-feet where CMC permits a minimum front setback of 25-feet.

- To allow a rear yard setback for lots 25 and 26 to be 25-feet where CMC permits a minimum rear yard setback of 25-feet.
- To allow a rear yard setback for lot 28 to be 20-feet where CMC permits a minimum rear yard setback of 25-feet.

A. CMC 18.45.040.B - Approval of a major variance must demonstrate with findings of compliance with the following criteria:

1. The variance shall not constitute a grant of special privilege inconsistent with the limitation upon uses of other properties in the vicinity and zone in which the subject property is located;

DISCUSSION: Per CMC 18.09.040, Table 1, the maximum lot coverage for new lots in the R-10 single-family residential zone is 35%. As per Table 2, front and rear building setbacks for single-family residential zones are as follows:

Lot Area	**5,000-11,999 sq. ft.**	**12,000-14,999 sq. ft.**
Minimum front yard	20	25
Minimum rear yard	25	30

The applicant is requesting to allow a maximum lot coverage of up to 50% for all proposed lots and to allow a reduced front and rear yard setback for proposed lots 25 and 26 as well as a reduced rear yard setback for proposed lot 28. The applicant's narrative indicates that they are requesting to use the same provisions that have been provided to adjacent developments and cited Dawson's Ridge. However, the Dawson Ridge lot coverage requirement was accomplished via a post decision review after the Camas Municipal Code was modified by council action. No special lot coverage was granted at the Dawson Ridge final order. The subject site is situated in the R-10 zone and because of the beveling requirements with adjacent R-15 zoned property, some of the lots are required to be larger in size. This request will not increase the number of lots within the proposed development and does not affect other dimensional standards of the R-10 zone. According to the applicant, the majority of the lots within the proposed subdivision will only be able to achieve a 42-45% lot coverage, based on the setback requirements. Due to the topographic constraints, the existing lot dimensions, and the required infrastructure, the variances are necessary. Given all of the design constraints and the applicant's effort to comply with all other dimensional standards for lots and infrastructure, staff could support a variance as proposed.

FINDING: Due to the topography of the site, adjacent R-15 zoning, and project design, staff can support this request.

2. That such variance is necessary, because of special circumstances or conditions relating to the size, shape, topography, location, or surroundings of the subject property, to provide it with use, rights, and privileges permitted to other properties in the vicinity and in the zone in which the subject property is located;

DISCUSSION: The requested variances are necessary due to the special circumstances explained in the applicant's narrative. Due to topographic constraints, the exiting property dimensions, the required site access and street circulation standards, the project requires large, wide lots along the eastern side property line. Utilizing a reduced setback standard for 3 of the 28 lots would not be a special privilege or inconsistent with other adjacent properties. This request does not increase the number of lots and does not affect other dimensional standards of the R-10 zone which this project meets, such as lot width, and average lot size. Given all of the design constraints and the applicant's effort to comply with all other dimensional standards for lots and infrastructure, staff could support a variance as proposed.

FINDING: The site topography, location adjacent to surrounding R-15 zoned property, and the proposed infrastructure constitute special circumstances that necessitate the major variance requests for the lot coverage for all proposed lots as well as reduced front and rear yard setbacks for lots 25, 26, and 28.

3. The granting of such variance will not be materially detrimental to the public welfare or injurious to the property or improvements in the vicinity and in the zone in which the subject property is located.

DISCUSSION: The granting of the requested variances will not be materially detrimental to the public welfare. No injury to the property or improvements in the vicinity or in this zone will occur with the approval of the variances. The proposed project seeks to utilize the setbacks typically provided for R-10 zoned projects and seeks to use the same lot coverage standards provided by the Dawson Ridge Subdivision. The up to 50% lot coverage variance is a blanket request for the entire development to allow for all lots to maximize the required building setbacks. Garages will be setback 5 feet from the minimum 20-foot front setback.

FINDING: Staff finds the granting of the requested variances will not be detrimental to the public welfare.

PUBLIC COMMENTS

As of the writing of this staff report, staff received the following written comments:

- Cowlitz Tribe (exhibit 23)
- Dept. Ecology (exhibit 24)
- Garsztka Comment (exhibit 26)
- Lyne Comment (exhibit 29)

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that McIntosh Subdivision (SUB22-04) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of McIntosh Subdivision (SUB22-04) 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 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. Submittal requirements for first review are as follows:
    a. Submit four (4) full size sets and one (1) half size set of plans.
    b. Submit one (1) electronic version of the final (TIR) stormwater report. Do not submit any hard copies of the Final TIR.
    c. Submit a stamped preliminary engineer's estimate.

3. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
    a. A preliminary construction estimate shall be submitted to the CDEV Engineering Dept prior to or with submittal of plans for first review.
    b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process. The PR fees will be provided by the engineering staff.
    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. The CI fees due will be provided by the engineering staff.
    d. Under no circumstances will the applicant be allowed to begin construction prior to construction plan approval.
4. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
6. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
    a. All designs will be in accordance with applicable City codes.
    b. The maintenance of the entrance structure will be the responsibility of the homeowners.
7. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, streetlights, and associated appurtenances are installed.
8. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
9. A draft street lighting plan shall be submitted to development engineering for review prior to final plan submittal to Clark Public Utility.
10. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, traffic control markings, and gate and controller for the improved subdivision.
11. Prior to any land-disturbing activities of an acre or more, the applicant shall have approved final engineering plans and shall submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit.
12. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond (ESC) in the amount of 200% of the cost for erosion control measures, per CMC 17.21.030.B and CMC 14.06.200.
13. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
14. Prior to final acceptance, 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 from CDEV Engineering.
15. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).

a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.

16. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
17. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C.
18. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
19. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
20. Accessory dwelling units shall not be precluded from in the CC&R's.
21. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
22. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
23. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
24. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications, for any other residential buildings, will not be accepted until after final acceptance is issued.

Special Conditions of Approval:

Planning:

25. The recommendations provided by the Department of Ecology shall be complied with.
26. The recommendations in the Geotechnical Report by Earth Engineering, Inc. dated March 1, 2022, shall be followed.
27. The recommendations in the Arborists Report by Jerry Hofer, dated February 6, 2023, shall be followed.
28. If potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Prior to Final Engineering Plan Approval:

Planning:

29. Retaining walls shall comply with CMC 18.17.060.

30. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 shall be submitted to the City for review and approval prior to engineering plan approval. The final landscape plan shall specify what larger tree or shrubs can be installed at the north entrance of the subdivision to create an entry statement. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes.
31. Provide an addendum to the geotechnical report to include analysis of the updated plat layout.

Engineering:

Water

32. The applicant shall submit revised water utility plans with all the future services and meter boxes located in planter strips or behind curb tight sidewalks.
33. The applicant shall submit revised the water utility plans to include the location for installation of the water sampling station onsite.
34. The applicant shall submit revised water utility plans showing the locations of all proposed irrigation services and the size of each irrigation meter.

Storm Drainage:

35. The applicant shall submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.
36. The applicant shall submit a revised stormwater plan that includes limiting impacts from roof drain and surface water runoff from Lots 1 & 2, and Lots 27 & 28, in addition to the measures proposed for Lots 3 thru 26. Said plan should ensure that adjacent parcels and downstream drainageways and/or adjacent properties are not negatively affected by roof drain downspouts and surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.
37. The stormwater plans are to be revised with the proposed Filterra treatment structure at future Tract A is located outside of the public right-of-way and on future Tract A. Additionally, private rear or side yard drainage systems are to be placed within an easement across the applicable lots.
38. The stormwater utility plans are to be submitted with design information for proposed detention ponds and rear or side yard roof drain infiltration trenches.
39. The final stormwater TIR is to be submitted with both the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual* and the maintenance requirements for the treatment vaults.
40. A final stormwater report (TIR) is to be submitted to the City for review and approval.

Erosion Control:

41. The applicant shall submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

Sanitary Sewer Disposal:

42. The engineering plans shall be revised with the existing sanitary sewer main and sewer manholes, and water main placed in a 20-foot-wide utility Tract that is to be dedicated to the city, along the eastern property line of future Lot 1.
    a. The 20-foot-wide access and utility easement is to consist of a minimum 12-foot-wide hard surfacing to allow for access to the sewer main and manholes, the water main, and future Tract C, Utility Tract.

43. The engineering plans shall be revised to include a minimum 15-foot-wide utility access and maintenance easement from the end of future "NW Garden Court", between future Lots 21 thru 24, and south to future NW 5th Avenue, with right-of-entry granted to the city.

[Existing wells, septic tanks, and septic drain fields]:

44. The applicant shall provide documentation to the city that any existing wells, or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

Roads:

[Public Roads]

45. The engineering plans shall provide for a continuous sidewalk connection from the east end of the sidewalk installed with the adjacent Ilwaco subdivision, along the frontage of the proposed development, and ending at the west end of the curb ramp installed with The Ridge subdivision at NW Fremont Street.

46. The engineering plans shall be submitted with the required 17-foot right-of-way dedication on NW McIntosh Road to allow for the 37-foot full depth half-width street improvement, including a minimum of 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk in accordance with CDSM Street Detail ST5 3 Lane Collector/Arterial.

47. The engineering plans shall be submitted with the minimum curb radius of 35-feet on both sides of the intersection at NW McIntosh Road and the future public access road (NW Halifax Street).

48. Prior to final engineering plan approval, the applicant shall work with staff to provide an acceptable transition between the future extension of NW 5th Avenue to tie into the existing NW 5th Avenue to the east.

49. The engineering plans shall be submitted with the unidentified triangular shaped parcel on the east side of future Lot 3 shown as a public tract to allow for future access improvements to the southern parcel (PIN 217455000).

[Private Roads]

50. The applicant shall be required to provide a design for a 'No Parking and Towing' sign for review and approval.
    a. Said sign is to include contact information for a towing company.
    b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance on future private road (NW Garden Court) and on the private road access to Lots 22 and 23.

51. The applicant is to work with the engineering staff and the Fire Marshal to provide an acceptable dead-end turnaround on this private road. Additionally, the private road access to Lots 22 and 23 is to be placed in a Tract to be owned and maintained by the adjacent homeowners and/or the homeowners association (HOA).

[Street lighting]:

52. All street light locations are to be shown on the engineering and landscape plans.

53. Streetlights on private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

54. Prior to submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Street trees and Landscaping]:

55. The applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.

56. The applicant shall submit a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 to the City for review and approval, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list.

[Storm Facility Landscaping]:

57. The applicant shall submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the property lines of Tracts A and B where the tracts abuts the future Lot 11 and Lots 26 and 27. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the access road to the facility and a minimum 4-foot-wide man gate.

Traffic Impact Analysis:

58. The engineering plans are to be submitted with the site vision clearance/site distance triangles shown on the final engineering plans at the intersection of future public road (NW Halifax Street) and NW McIntosh Road.

<u>Prior to Land-Disturbing Activities:</u>

59. Prior to any land-disturbing activities the applicant shall submit the required SWPPP, per MR #2 of the preliminary TIR.

60. Prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

61. Prior to any land-disturbing activities, which includes tree cutting, clearing and grading, an approved set of final engineering plans, including the erosion prevention and sediment control measures is required.

<u>Prior to Final Plat Approval:</u>

Planning:

62. Setbacks per CMC 18.09.040 Table 2 shall be followed.

63. Lots 5 and 6 are not considered irregular lots and shall follow current setbacks per CMC 18.09.040 Table 2.

Engineering:

64. Prior to final plat approval the following note is to be added to the final plat.
    a. Tract _, a private road consists of a blanket utility access and maintenance easement conveyed to the city, over and under the water main located in the private street.

65. The following notes shall be added to the final plat stating that:

a. The stormwater facilities located on Tract A and Tract B are to be owned and maintained by the homeowners/Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.

b. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract A and Tract B.

c. Private rear or side yard drainage systems are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.

66. The final plat shall be revised with the existing sanitary sewer main, sanitary sewer manholes, and water place in a 20-foot-wide easement along the eastern property line of future Lot 1. The 20-foot-wide easement is to an access and utility easement over and under the existing water and sanitary sewer, with right-of-entry granted to the city.

67. A note is to be added to the plat that a blanket utility access and maintenance easement is provided to the city over and under the sanitary sewer main located in the future private road "NW Garden Court".

68. The final plat shall be revised with a 15-foot-wide utility access and maintenance easement over the new sanitary sewer main and sewer manhole from the end of future "NW Garden Court", between Lots 21 thru 24, and south to future NW 5th Avenue, with right-of-entry granted to the city.

69. The final plat shall provide for the dedication of Tract _, the unidentified triangular shaped parcel, located on the east side of future Lot 3. Tract _ is to be dedicated as a public tract set aside for future access improvements to parcel number 217455000.

70. The private road access to Lots 22 and 23 is to be placed in a Tract to be owned and maintained by the adjacent homeowners and/or the homeowners association (HOA).

Prior to Final Acceptance:

Planning:

71. Irrigation and landscaping should be installed or bonded for prior to final acceptance.

Engineering:

72. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
    a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
    b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.

73. 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 from CDEV Engineering.

74. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
    a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.

75. The 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
76. The applicant is required to pay the proportionate share amount of $34,000.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Building Permit Approval:

77. Single-family building permit applications are to include information regarding connection of roof drain downspouts to the rear yard stormwater laterals that discharge to the rear yard infiltration trenches.

Prior to Final Occupancy:

Planning:

78. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Maximum building lot coverage for this subdivision is 40%.
4. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
5. Wetlands, critical areas, and associated buffers shall be maintained in their natural state as described in the Final Wetland Mitigation Plan (Note: add date after approval) that is recorded with this plat by the HOA. Any modifications to critical areas and buffers must be approved in writing by the city after submittal of a revised critical area report.
6. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
7. 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 City and the Department of Archaeology and Historic Preservation (DAHP).
8. Tract _, a private road consists of a utility access and maintenance easement conveyed to the city, over and under the water main located in the private street.

9. Tract A and Tract B stormwater facilities are to be owned and maintained by the homeowners / Homeowner Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
10. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract A and Tract B.
11. Private rear and/or side yard stormwater drainage systems are to be placed in private stormwater easements and are owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems easements are located.
12. The 20-foot-wide easement along the eastern property line of future Lot 1 is an access and utility easement over and under the existing water and sanitary sewer, with right-of-entry granted to the city.
13. Tract _, a private road "NW Garden Court" is covered by a blanket access and maintenance easement over and under the sanitary sewer main.
14. The 15-foot-wide access and utility easement, from the end of future "NW Garden Court", between Lots 21 thru 24, and south to NW 5th Avenue is provided over and under the sanitary sewer main and sanitary manhole, with a right-of-entry granted to the city.
15. Tract _ contains a 20-foot-wide access and maintenance easement over and under the existing water, sanitary sewer main, and sanitary sewer manholes, with right-of entry granted to the city.
16. Tract _ is a public tract set aside for future access improvements to Parcel Number 217455000. Ownership and maintenance of said tract will be the responsibility of the city.
17. Tract _ is a private road access to Lots 23 and 24 and is to be owned and maintained by the adjacent homeowners and/or the homeowners association (HOA).