

# MCINTOSH SUBDIVISION

## DEVIATION TO ENGINEERING STANDARDS NARRATIVE

### Request for:

- Relief from CMC 17.19.040.B.6 The proposed public road extension from the east is to be the same or greater width of the existing road. NW 5<sup>th</sup> Ave. to the east has 52 feet of right-of-way and 28 feet of paved surfacing. This project request a deviation from public road standard B.
- Relief from CMC 17.19.040.B.10.b.iii a ped/bicycle connection is required to the nearest public road. NW Garden Court (Private Road) is requesting to not connect to NW Halifax Street (Public Road).
- Relief from intersection spacing along NW McIntosh Road. CDSM, Access Spacing Standards: The minimum access spacing standard on an arterial is 660-feet with a maximum of 1,000-feet.

### This request meets the following justification criteria:

City code listed below with applicant responses in ***Bold Italics***.

#### 14.02.110 - Deviations.

The approval authority may authorize deviations from the minimum requirements of this chapter pursuant to a Type II decision or as part of a consolidated review process . Any decision to approve a deviation shall include affirmative findings addressing the following: ***This is part of a type III subdivision consolidated review process.***

A.The deviation provides for the use of low impact development practices for stormwater management; or ***These deviations are intended to reduce the amount of impervious surfaces in the project.***

B.The deviation shall be limited and shall provide equivalent environmental protection. ***The deviation reduces pollution generating road surfaces which provides increased environmental protection.***

1.The deviation shall be based on sound engineering practices, with the objectives of safety, function, environmental protection, and facility maintenance considered. ***The deviations support all of these criteria. -By reducing road widths for lower volume roadways the amount of stormwater runoff will be reduced. There is less need and volume of stormwater runoff/detention.***

***-The removal of a mid-block ped/bicycle connection increases safety. The private road is proposed with a vehicle gate. The sidewalks entering Garden Court are open and can remain open for safe and convenient pedestrian and bicycle circulation. This gate can be monitored for safety. The applicant does not want to have a second sidewalk connection between the cul-de-sac and Halifax Street. This is unnecessary for the short private road. All pedestrian, vehicular and bicycle traffic from this development will go north to McIntosh Road. All of the traffic from the adjacent developments on NW Illwaco St. and NW Fremont St. drive directly north to McIntosh Road. Neither of the developments to the east, south or west have provided cross block pedestrian paths.***

***-The proposed deviations will function adequately for vehicle and pedestrian/bicycle circulation.***

***- The deviation reduces pollution generating road surfaces which provides increased environmental protection.***

# MCINTOSH SUBDIVISION

**- Facility maintenance will be reduced for both of these deviations. Additional stormwater treatment and detention will not be needed for the reduced roadway section. That creates less maintenance for the city and HOA on the private and public portions of the stormwater systems. By removing the unnecessary mid-block sidewalk connection the HOA will not be encumbered by safety/access concerns into their gated street. They will not need to deal with additional fence installation and long term maintenance. The biggest concern would be graffiti maintenance and privacy for those neighbors.**

2. The deviation requested does not necessitate the need for additional deviations, exceptions, or variances from the Camas Municipal Code. **These deviations are the minimum necessary to provide this development with the same safe environment and high functioning neighborhood design as the adjacent subdivisions. No additional deviations, exceptions or variances are being requested related to these three deviations discussed in this narrative. The third deviation for reduced intersection spacing is the only location this project can connect to McIntosh Road which is a city circulation requirement, per the pre-application. Page 5 of the pre-application staff report says, "Due to the site constraints on either side of the proposed development, i.e. there are developed parcels to the east and west of the proposed development, a deviation request from the minimum access spacing standards would be supported by the City Engineer." This project has centrally located our public road, NW Halifax St. with the existing public roads to the east and west, NW Illwaco St. and NW Fremont St.**

Any authorization for deviation may prescribe conditions deemed necessary or desirable for the public interest. **Conditions of approval will be warranted for the taper specifications from City staff on NW 5<sup>th</sup> Avenue. No additional conditions of approval should be warranted for the removal of a mid-block pedestrian connection between Garden Ct. and Halifax St. based on the justification above. Additional conditions of approval may be warranted for the reduced intersection spacing along NW McIntosh Road. Sight distance has been verified by the traffic engineer. Additional safety signage may be required by city staff.**

( Ord. No. 16-019 , § I(Exh. A), 11-21-2016)

Thank you for your consideration of this request. Please contact Scott Taylor or Joe Intermill of SGA Engineering with any questions or concerns at 360-993-0911.

  
Scott Taylor, Planner

  
Joe Intermill IV, P.E.



10/31/2022