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2005 Broadway  
Vancouver, WA 98663

## Macintosh Subdivision

### Preliminary Narrative

#### **Project summary - uses proposed for the site**

This site contains one parent parcel: #127449000. The site is approximately 10.40 acres or 453,074 square feet in size. The site is currently occupied by one shop building with the address 3210 NW McIntosh Road, Camas 98607. The project proposes to develop 28 single-family lots and necessary infrastructure within the R-10 zone. The R-10 low density residential zone allows for a minimum average lot size of 9,500-10,500 square feet and a maximum density of 4.3 dwellings per acre. Lots can be no smaller than 8,000 square feet. The average lot size in the development will be approximately 10,340 square feet. The minimum lot width allowed is 80 feet and the minimum depth allowed is 100'.

Access will come from the existing NW McIntosh Road at the north edge of the property. Right-of-way widths and any necessary dedications have been confirmed by boundary survey following the pre-app. Street improvements would be completed on NW McIntosh Road as necessary. All new lots will take individual driveway access onto the proposed public and private internal roadways. One shared driveway is proposed with the project. The shared driveway tract will serve lots 22-23 near the southeast corner of the project. Two existing homes (located just south of the site) will be served by new driveways off of NW 5<sup>th</sup> Avenue.

Homes on the lots are expected to have occupancy in 2023-2024. The project site work would take place summer/fall of 2023.

#### **Hours of operation**

The development will function 24 hours a day. Site construction will be short term and will likely take place Monday-Saturday 7am to 7pm.

#### **Development Standards (18.09.040)**

<b>Standard</b>	<b>Requirement</b>	<b>Proposed</b>
Minimum Lot Size	8,000 sf	8,141 sf
Maximum Lot Size	14,000 sf	14,000 sf +
Average Lot Size	9,500-10,500 sf	10,319 sf
Maximum Lot Coverage	35%	50% with major variance
Minimum Lot Width	80'	80'
Minimum Lot Depth	100'	100'
Maximum Building Height	35 feet	< 35 feet
Minimum Landscaped Area	10%	>10% of the site

<b>Lot Area</b>	<b>Up to 4,999 sq. ft.</b>	<b>5,000 to 11,999 sq. ft.</b>	<b>12,000 to 14,999 sq. ft.</b>	<b>15,000 or more sq. ft.</b>
Minimum front yard (feet) <sup>2</sup>	20	20	25	30
Minimum side yard (feet)	5	5	10	15
Minimum side yard flanking a street and corner lot rear yard (feet)	10	10	15	15
Minimum rear yard (feet)	20	25	30	35
Minimum lot frontage on a cul-de- sac or curve (feet)	25	30	35	40

**Double Frontage Lots (CMC 17.19.030.D.6)**

There are no double frontage lots in this development. Landscape tracts have been utilized for what would have been a double frontage lot to meet city code.

**Archaeological Resource Protection (CMC 16.31.070.A)**

An archaeological predetermination is required. Archaeological Services of Clark County has performed an Archaeological Predetermination Report and it is being submitted with this application. No further archaeological work is necessary at this time. The report was sent to DAHP and the required Tribes.

**SEPA (CMC 16.07.020.A.1)**

A SEPA checklist is required and is being submitted with this application.

**Critical Areas, Wetlands and Geological Hazard Areas (CMC 16.51.130, 16.53.030, CMC 16.59.060 and 16.59.070)**

There are no wetlands or riparian habitat on this property. There are no Oregon White Oaks on this site.

The south end of the property has slopes over 15% which trigger the Geological Hazard code.

A geotechnical report was completed by Earth Engineering, Inc. and is included with this application. Earth Engineering, Inc. reviewed the existing conditions of the site and the proposed development. They analyzed the slopes for stability with the proposed road, lots and stormwater infrastructure. A preliminary grading plan has been provided with the preliminary application packet which demonstrates compliance with the recommendations from Earth Engineering, Inc. The southern portion of the project, Tract 'C', has been retained and will remain largely undisturbed. The slopes are stable as determined by the Geotech and no slope setbacks are necessary. The existing sanitary sewer line along the south edge of Tract 'C' will remain along with the orchard of Hazelnut Trees.

**Traffic**

A traffic study was prepared by Kelly Engineering and is included with this application. Daily traffic to and from the site will be approximately 264 vehicles per day. 20 AM peak hour trips (in-5, out-15) and 26 PM peak hour trips (in-17, out-9).

**Transportation (CMC 17.19.040)**

NW McIntosh Road.

NW McIntosh Road is designated as a 2 lane collector/arterial which requires a minimum 60 foot full width right of way and 36 foot full paved width. NW McIntosh will have a 59 foot full width right of way due to the 22 foot half width right of way dedicated across the street to the north. The road will be 36 feet wide and have the detached sidewalk as required per drawing ST4 and ST5. See the preliminary street, utility and landscape plans for all the street improvement details.

On site road ways will be constructed to the City of Camas Local Access Standards. NW 5<sup>th</sup> Avenue will be built to meet the Local Access roadways standards with 52 feet of right of way and 28 feet of pavement along with 5 foot detached sidewalks. See the plans for additional information.

**Private Roads**

Lots 19-28 will be in a gated community with private road. Appropriate provisions, such as Knox Boxes, will be implemented to ensure adequate emergency access to the site. The private road is designed to meet city of Camas standards. A 28 foot wide paved section is located in a 50 foot wide private road tract with detached 5 foot sidewalks. The private road is right at 300 feet long and provides a 40 foot radius for turnaround in a 51 foot radius tract. A public turnaround easement and paved cul-de-sac has been provided outside of the gate. A permit for the gate will be obtained from the fire department.

**Sight Distance**

Sight distance will be demonstrated on the engineering plans and final plat for the on-site roads. All sight distance on-site can be met for traffic entering NW McIntosh Road. A 350 foot sight distance was confirmed by the Traffic Engineer at the future entrance/intersection along NW McIntosh Road.

**Street Lighting**

Street lights are proposed. Exact locations will be determined during civil plan review per the direction of Camas Engineering staff.

**Fire Protection (CMC 17.19.040 & IFC)****Fire Apparatus Access**

The proposed access has been designed to provide adequate room to accommodate the required fire apparatus and emergency vehicles. Access has been provided to within 150 feet of any point of the exterior wall of the first story of the exterior of the future buildings.

**Fire Hydrants**

A fire hydrants exists on NW McIntosh Road, east and west of the site. New fire hydrants are proposed with this project and are shown on the utility plan.

**Fire Sprinklers**

Fire sprinklers will be installed in the future homes in accordance with NFPA 13D or 13R.

**Water and Sewer Service**

There is an existing 8 inch ductile iron water main in NW McIntosh Road. An 8" water main will be extended through the site to proposed east end of NW 5<sup>th</sup> Avenue. Separate water services will connect to the proposed 8" water main. The water meters will be located in the planter strip for water services.

There is an existing 8" gravity sewer located at the southeast corner of the site. The project will use a gravity 8" sewer main to serve the site. A gravity lateral is proposed to serve each of the proposed lots.

**Erosion Prevention and Sediment Control (CMC 14.06)**

Erosion control measures are addressed in the civil plans. Please refer to the civil submittal for additional information. Silt fencing will be placed on the majority of this project's perimeter.

**Stormwater Control (CMC 17.19.030 (F6) & CMC 17.19.040 (C3a))**

The proposed stormwater plan includes filterra basins or other approved B.M.P.s for treatment and detention/infiltration which will release at or below pre-developed rates. Please refer to the preliminary stormwater report and the preliminary utility plan for additional information and design details. A final stormwater plan and report will be prepared for the project following the preliminary subdivision approval. Maintenance of the stormwater facilities will be the responsibility of the Homeowners Association per CMC 17.19.040 (C3).

**Street Tree Planting and Landscaping (CMC 17.19.030 (F))**

Street tree planting is required. Street trees will be provided with the project. See the preliminary landscape plan for additional information.

**Signs (CMC 18.15)**

No signs are proposed at this time.

**Tree Retention (CMC 18.31.080)**

Ten Hazelnut trees south of lots 1 and 2 in Tract 'C' will be retained. Retained trees are shown on the preliminary landscape plan and should be protected during construction. Any trees deemed unhealthy or deemed a safety hazard will be removed. Based on the tree survey by MGS and SGA the proposed trees to be retained are healthy and do not pose any safety concerns. An Arborist Report was also completed for this project and submitted to the City. This project meets the required 20 tree units per acre. Based on 7.48 acres of net developable area there are 149.6 tree units required. The project proposes to retain 10 trees on-site worth 10 tree units. The project is also planting 140 trees. A total of 150 tree units are provided on the site.

**CMC17.11.030 D. – Preliminary Subdivision Plat Approval**

*Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria: (Camas code in italics and applicant's response in bold text.)*

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

**The proposed subdivision is in conformance with all the city adopted plans. Provisions have been made for open space, trails, traffic management and more. This project will satisfy a number of comprehensive plan goals for Camas and its residence.**

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;*

**Provisions have been made for all the required utilities in this project. The preliminary utility plans and project narrative demonstrate this compliance. Design standards and final engineering plan review will ensure all construction and development codes are met. Public water, sewer and stormwater will serve this project.**

3. *Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;*

**Provisions have been made for all the required road/street and utilities in this project. The six-year street plan, the Camas design standards and the parks and open space comprehensive plans have guided the design of this project.**

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

**The required dedications, easements and reservations have been provided on the preliminary plans and discussed in this narrative. Dedications will be provided for the public roads and other public infrastructure as conditioned by Camas staff. Tracts and reservations have been proposed on-site to cover the stormwater facilities and other**

**private infrastructure.**

5. *The design, shape and orientation of the proposed lots are appropriate to the proposed use;*  
**The preliminary plat has been carefully crafted using a number of professional studies, site specific constraints and site specific opportunities. The design, shape and orientation of the lots follow the general topography of this site. Territorial view lots will be provided throughout this project.**
6. *The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;*  
**This project has taken into account all the relevant land development and zoning codes. The code sections have been broken out into separate sections and discussed above in this narrative. It is the goal of the applicant to meet or exceed all relevant local regulations and city regulations.**
7. *Appropriate provisions are made to address all impacts identified by the transportation impact study;*  
**A transportation impact study was not required for this project. Only 28 new homes are proposed with the project. NW McIntoch Road will provide adequate transportation for this project and any future adjacent development.**
8. *Appropriate provisions for maintenance of commonly owned private facilities have been made;*  
**Tracts and reservations have been proposed on-site to cover the stormwater facility and other private infrastructure. Stormwater and other possible maintenance agreements or covenants will be drafted, reviewed, approved and recorded for this project. These maintenance agreements typically begin during the final engineering process and are completed/recorded prior to final plat or in conjunction with the final plat. The conditions of approval for this project will spell out the specifics required on the different maintenance agreements.**
9. *Appropriate provisions, in accordance with RCW 58.17.110, are made for:*
  - a. *The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and*
  - b. *The public use and interest will be served by the platting of such subdivision and dedication;*  
**The public use and interest will be served by the platting of this subdivision. Public roads, sidewalks and utilities will be provided. A connection from the existing sidewalks and subdivision east and west of the project will provide adequate and safe walking for students to bus stops. Additional information has been provided above in this narrative discussing all the items mentioned in 9.a.**
10. *The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.*  
**The application and plans are consistent with all the applicable RCW, state and local codes. The state and local environmental acts and ordinances have been adhered to and demonstrated in the plans, narratives and reports. This project does not trigger the shoreline master plan or other shoreline permits or reviews. This project will satisfy a number of comprehensive plan goals for Camas and its residence. This project is consistent with the applicable regulations of the comprehensive plan(s).**

**18.45.040 - Major variance.**

A. *The board of adjustment (or hearing examiner, or planning commission, in accordance with Section 18.45.020(B)) shall consider all requests for major variances from the zoning code.*

**The Project proposes a major variance to increase the lot coverage from 35% up to 50% for all of the lots. The project also proposes reduced front and rear setbacks on lots 25 & 26. Lot 28 is only proposing a reduced rear yard setback. The 5 foot setback reductions are necessary due to city requirements forcing the lot size to be larger than 11,999 sf to match the 14,000 sf + lots to the east. This larger lot requirement has created numerous challenges for the project and a reduced front and rear yard setback is requested for these lots mentioned above along the north and east side of the project for this reason.**

B. *Approval of a major variance must demonstrate with findings of compliance with all of 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;*

**The Project is asking to use the same provisions provided to adjacent developments. The parcel is zone R-10 and would like to use the setbacks for lots sizes 5,000 to 11,999 sf. Because of beveling requirements with the R-15 zone to the east new lots proposed in this development must be 14,000 sf to match the lot sizes to the east. This required max lot size for the R-10 zone forces the project to scramble to meet minimum density and maximum average lot area of 10,500 sf. We have achieved it with numerous 8,000+ sf lots and 28 lots. Due to the topographic constraints, the existing lot dimensions, the required lot access and street circulation standards we are forced to have large, wide lots along the east side of the project. Using the 20 foot front setbacks and 25 foot rear yard setbacks is not a special privilege or inconsistent with the other adjacent properties. The 5 foot requested reduction in front and rear yard setbacks will simply allow the shallower lots to use the same setbacks as those lots less than 11,999 sf. Garages must still be set back 5 feet from the front of the building. The 50% lot coverage was granted for Dawsons Ridge Subdivision just to the west in April of 2019. That project was zoned R-15 with even larger lots. This request does not increase the number of lots in the development. This request does not affect other dimensional standards of the R-10 zone which this project meets. Not all of the lots will increase their coverage to 50%. The majority of the lots in this development will only be able to achieve a 42-45% lot coverage based upon the setbacks. Three example plot plans from Dawson's Ridge have been provided for staff and the hearings examiner which range in lot coverage from 40-47% lot coverage.**

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;*

**The Project variances requested are necessary due to special circumstances explained in this narrative. Due to the topographic constraints, the existing property dimensions, the required site access and street circulation standards we are forced to have large, wide lots along the east side of the project. Using the 20 foot front setbacks and 25 foot rear yard setbacks is not a special privilege or inconsistent with the other adjacent properties. The 50% lot coverage was granted for Dawsons Ridge Subdivision just to the west in April of 2019. That project was zoned R-15 with even larger lots. This request does not increase the number of lots in the development. This request does not affect other dimensional standards of the R-10 zone which this project meets like lot depth, lot width and average max lot area of 10,500 sf.**

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.*

**Granting these 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 this variance. This project only seeks to use the setbacks typically provided for R-10 projects and seeks to use the same lot coverage standards provided to Dawson Ridge Subdivision. The existing homes to the north, south and west use the same setbacks we are proposing. An up to 50% lot coverage is necessary to meet the home demands of new buyers in this market. Adequate open space and landscaping for this project have offset any increase seen in the 50% lot coverage request. Most homes if they maximize their building envelope will be around 45% lot coverage or less. The up to 50% request is a blanket request for the entire development to allow for all lots to maximize their proposed building setbacks. Garages will still be setback 5 feet from the minimum 20 foot front setback.**

*( Ord. No. 2691, § I(Exh. A), 1-21-2014 )*

Thank you for your time and assistance with this application review. Please contact Scott Taylor at SGA Engineering for any additional information or with any questions. 360-993-0911 | [staylor@sgaengineering.com](mailto:staylor@sgaengineering.com)