

PLS

ENGINEERING

PROJECT NARRATIVE
For The

MONTE VERDE
SUBDIVISION

A PRELIMINARY TYPE III
APPLICATION

Submitted to
CITY OF CAMAS

FOR
PACIFIC LIFESTYLE HOMES
11815 NE 99th St Suite 1200
Vancouver, WA 98682

August 2022

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General Information

Applicant/Owner:

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Location:	SE & SW ¼ of Section 21, T2N, R3E, WM
Address:	22205 NE 28 th Street, Camas, WA 98607
Project Size:	8.6 acres/374,775 sf
Zoning:	R-7.5
Overlay:	Airport Overlay – Zone C
Comprehensive Plan:	SFM
Current Use:	Single Family Residence
Parcel Number:	173184000
School District:	Camas
Elementary:	Lacamas Lake
Middle School:	Liberty
High School:	Camas
Water District:	Camas
Sewer District:	Camas
Fire District:	Camas
Park District:	N/A
Clark County Reference:	PA22-05
Transportation Impact Fee:	Camas

Project Description

The Monte Verde Subdivision proposes to divide 8.6 acres into 34 single-family residential lots in the R-7.5 zone. One single-family residence and two outbuildings are currently onsite; all structures will be removed. The surrounding uses to the north, west and east are residential. To the south of the site is Camp Currie Park. A BPA Right-of-Way runs through the site.

The site is primarily grass with scattered trees, a forested area exists on the south portion of the site. The site is gently sloped down to the south; no steep slopes or severe erosion hazard areas are mapped.

Transportation and Utilities:

NE 28th Street is an existing 3-Lane Arterial that abuts the site to the north and provides access to the site. Frontage improvements are proposed to bring the street up to half-width standards including a 37' half-width ROW and 23' half-width paved section with 6' planter strip and 6' detached sidewalks.

NW Noble Avenue is a proposed public street that will provide direct access to the new lots. The street has been designed to line up with the intersection of NE Hargrave north of NE 28th Street. NW Noble Avenue will terminate with a cul-de-sac turnaround. An east/west stub road will provide future circulation to adjacent properties. There are no transit routes or stops within 1/4 mile of the development site.

A traffic study has been provided that shows the projected trip generations for the development. No offsite mitigation is required based on the study.

Stormwater will be collected and treated onsite before being routed to an onsite infiltration trench or stormwater detention facility. A stormwater report has been provided to show compliance with the City stormwater regulations. All lots will be served by public water and sewer services. Due to the grade of the site and the exiting depth of sewer in NE 28th Street, a majority of the lots will be required to be served by a grinder pump system.

Critical Areas:

There are several Oregon white oaks located onsite. No other critical areas were identified onsite per the prepared critical areas report. A Mitigation Plan has also been prepared for the proposed removal of onsite oak trees.

The parcel is within a high and moderate - high archaeological predictive area, therefore an Archaeological Predetermination has been prepared for the site and submitted with this application.

Proposal & Code Compliance Discussion

Title 16 – Environment

16.01 - SEPA

The State Environmental Policy Act (SEPA) procedures require documentation of critical areas as well as discussion on earth, air, water, plants and animals, energy and natural resources, environmental health, noise, land and shoreline uses, aesthetics, recreation, historic and cultural preservation, transportation, and public services and utilities. A SEPA application is required and has been included with this application.

16.31 – Archaeological Resource Preservation

The site is located in an area of high probability for the presence of archaeological artifacts. An Archaeological Predetermination Survey Report is required for this project. Archaeological Services, LLC (ASCC) performed an onsite field investigation on June 2, 2022. A Cultural Resource Survey Report was completed for this site. The report dated July 5, 2022 documents 2 potentially historic era buildings: the single family residence and the detached garage. These structures are not likely to be eligible for listing on any historic register. Given the negative results of the predetermination, ASCC recommended that no further archaeological work is needed.

16.51 – Critical Areas - 16.53 Wetlands - 16.61 Fish and Wildlife Habitat

Per Clark County Gis, the property is mapped as having wetlands on the south end. A Critical Areas Report has been prepared by Ash Eco Solutions that shows there are no wetlands on site. The Critical Areas Report also addresses several Oregon white oaks onsite. Some of the onsite oak trees are proposed to be removed due to the proposed roadway construction and site grading. A Mitigation Plan is included that provides onsite mitigation for critical area impacts.

Title 17 – Land Development

17.11 – Subdivisions

This project is subject to a Type III process for land division. The application will be subject to the development approval and application timelines of this chapter.

The applicant has submitted the required documents and information as required by this section of code. A Submittal Requirements checklist was thoroughly reviewed with this application prior to submittal.

17.11.030.D. - Criteria for Preliminary Plat Approval.

The following addresses how the plat meets the criteria for approval:

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;*

By complying with the zoning and allowed uses as well as development code, this proposal will meet the goals and objectives of the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan and other city adopted plans.

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;*

All future lots will be served by public water and sanitary sewer. A storm drainage and erosion control plan, and utility plan are submitted with this application demonstrating how the plan meets current standards as adopted in the Camas Design Standards Manual. See section 17.19.040 – *Infrastructure Standards* further below in this narrative, and the proposed plans, for further details.

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

The applicant is proposing frontage improvements to NE 28th Street and new public internal streets to serve the site. The improvements meet the Camas Design Standard Manual. Please refer to the proposed plans and section 17.19.040 – *Infrastructure Standards* further below in this narrative.

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

Right-of-way will be dedicated for the roadway improvements and the appropriate easements will be recorded for each of the onsite utilities that are located outside of the roadway.

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

The lots proposed meet code with the exception of lot width; the lot width is proposed to be reduced utilizing density transfer standards. See section 18.09 – *Density and Dimensions* further below in this narrative.

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

This narrative shows that the application complies with the applicable land development and zoning codes.

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

A transportation impact study has been prepared for this project. This study indicates that all existing roadway infrastructure that will be used to serve the site will operate at acceptable levels of service at the time of full buildout. The applicant will be required to contribute \$2400 toward a City of Vancouver project for trip impacts to NE 192nd Ave at NE 13th Street.

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

The proposed park areas and the stormwater facility are proposed to be owned and maintained by a homeowner's association.

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*

Open space is provided with the project which is in addition to the ample open space located adjacent to the site. Drainage systems have been designed to meet city requirements. Public streets are proposed for the subdivision that will provide access to all proposed lots. All lots will be connected to public water and sewer services. A park/play area is provided within the development.

It is not likely that potential students would walk to schools from this site. Lacamas Lake Elementary is 1.7 miles from the site. Liberty Middle School is 4.5 miles from the site. Camas High School is 4 miles from the site.

- b. *The public use and interest will be served by the platting of such subdivision and dedication;*

The proposal provides much needed housing within an urban area that can be efficiently served with public facilities. The general public's interest will be served by this proposed development.

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.*

This narrative shows how the project complies with the applicable codes and environmental regulations. See the critical areas report for more information.

17.19.030 – Tract, block and lot standards

- A. Generally, the proposed lots do not contain critical areas or buffers. There are a few Oregon White Oak trees that will be retained along the property line that will need to be protected.
- B. Blocks have been provided in the only manner allowed on this narrow site. Future developments to the east and west will be served with stub streets from this development.
- C. The use is compatible with existing uses therefore buffering is not required.
- D. All lots front on a public street except for 2 lots that have access from a private tract on the south end of the site. Lot lines generally run at right angles to streets. Lot 1 will comply with provisions for double frontage lots: a 10' landscaped buffer is proposed to screen the rear yard from public view; the home is not proposed to front on NE 28th Street. Building envelopes are shown on the Preliminary Plans.
- E. There is a segment of the T-27 trail mapped at the southernmost end of the site. A paved sidewalk is stubbed to the south end of the site for pedestrians to connect to a future trail.
- F. Landscaping will be provided on each lot and within common areas as required by code. Please see section 18.13 – *Landscaping* below as well as the Preliminary Landscape Plan which has been submitted with this application for reference.
- G. A 6' public utility easement is proposed along the street frontage of all lots for electric lines and other public utilities not owned by the city.
- H. There are no watercourses located on or near the site.
- I. Street signs will be installed by the developer.
- J. Street lighting is proposed for the development along the public street as required.

17.19.040 – Infrastructure Standards

NE 28th Street is an existing 3-lane collector/arterial that abuts the site to the north. Half width improvements are proposed as part of this project. A 37' half-width right-of-way will be provided with a 23' half-width paved roadway, 6' detached sidewalks and a 6' planter strip. No lots will directly access NE 28th Street.

NW Noble Avenue is a proposed 2-lane public local access roadway that will serve the development, as is the east/west stub road provided. These streets will provide a 60' right-of-way, 36' paved width, 5' detached sidewalks with 7' planter strips. NW Noble Avenue will terminate in a cul-de-sac. Streetlights will be installed per code requirements.

Table 17.19.040-2 Minimum Public Street Standards

Roadway Type	ROW Width	Pavement Width	Sidewalk
B. Street (two-lane)	60'	36'	5' detached both sides of the street with planter strip. Parking allowed on both sides of the street.
C. Street (three-lane)	74'	46'	6' detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking.

Circulation:

The site is designed to meet the circulation standards of the city. The N-S block length between NE 28th Street and NE 26th Street is 542'. This is less than the maximum allowed block length of 600'. NE 26th Street is stubbed to the properties to the east and west to allow for future developments to meet circulation standards and meet intersection spacing standards on NE 28th Street. The proposed cul-de-sac at the south end of the site has a dead-end length of 583'. The site to the south is not within the urban growth boundary and is also owned by Clark County. No vehicular circulation is shown extended to the south. A pedestrian connection will extend to the south that may connect into a future trail on the county property.

Turnarounds:

The proposed NW Noble Avenue terminates in a cul-de-sac that can be utilized as a fire turnaround. The dead end length of the road as measured from the face of curb on NE 26th Street to the end of the cul-de-sac is 583'. The cul-de-sac has a 44' radius as measured to the back of sidewalk and complies with standard detail ST-36.

Intersection Design:

The intersection of NW Noble Avenue with NE 28th Street has been designed to line up with NE Hargrave Street to the north. The curb return will be constructed on the east end of the intersection. On the west end there isn't sufficient right-of-way to complete the curb return.

Pedestrian/Bicycle Circulation:

All sidewalks, driveway aprons, and road intersections will comply with the American with Disabilities Act.

Traffic Study:

A Traffic Study has been prepared for this project by Lancaster Mobley and is included with this application. The following is a summary of the study as found on page 4 of the report:

1. The proposed Monte Verde Subdivision will include the construction of a residential subdivision located on a single property addressed at 22205 NE 28th Street in Camas, Washington. The proposed development will include the construction of 34 single-family detached houses, removing 1 existing house for a net increase of 33 houses. Access to the site will be provided via the proposed extension of NE Hargrave Street to the south of NE 28th Street.

2. The trip generation calculations show that the proposed project is projected to generate an additional 23 morning peak hour trips, 31 evening peak hour trips, and 310 average weekday trips.
3. Based on the 6 projected evening peak hour trip impacts to the intersection NE 192nd Avenue at NE 13th Street, the proposed Monte Verde Subdivision is required to contribute approximately \$2,400 toward a City of Vancouver intersection improvement project.
4. No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no safety mitigation is recommended per the crash data analysis.
5. Provided any obstructing on-site foliage near the proposed access location is removed following redevelopment of the site, adequate intersection sight distances to the east and west of the proposed site access can be made available to ensure safe and efficient operation along NE 28th Street. No other mitigation is necessary or recommended with regard to sight distance at the proposed access intersection.
6. Left-turn lane warrants are not projected to be met in the eastbound and westbound directions of travel at the intersection of NE 232nd Avenue at NE 28th Street. The intersection of N Hargrave Street at NE 28th Street is currently served by a center two-way left-turn lane on the east and west intersection legs. Accordingly, no new left-turn lanes are necessary or recommended at any of the study intersections.
7. All-way stop warrants and traffic signal warrants at the study intersections are not projected to be met at the study intersections by the 2024 buildout year of the site. Accordingly, installation of all-way stop-controls or traffic signals at the study intersections are not necessary or recommended as part of the Monte Verde Subdivision application.
8. The proposed site access will be located opposite of N Hargrave Street, with the nearest intersecting roadways along NE 28th Street being N Juniper Street to the east (approximately 700 feet away) and N Boxwood Street to the west (approximately 650 feet away). Therefore, the proposed site access will meet the City of Camas' access spacing standards, whereby no access related mitigation is necessary.
9. All study intersections are currently operating acceptably per City of Camas and Clark County standards and are projected to continue operating acceptably through the 2024 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections.
10. All applicable turning movements at the study intersections have adequate storage space to accommodate projected 95th percentile queue, where queues are not expected to extend back to adjacent public intersections. Accordingly, no intersection queuing related mitigation is necessary or recommended as part of the proposed development.

Sewer and Water

The site will be served by the City of Camas for public sewer service. There is an 8" gravity sewer line located in the north half of NE 28th Street. This gravity sewer will be extended into the site and will directly serve the first 3 lots in the development. Due to the existing grade that

slopes significantly away from NE 28th Street, the remaining lots will be served by a grinder pump system.

City of Camas will provide public water service. There is an existing 24" water main located in the south half of NE 28th Street. The development will extend a new 8" water main through the site from NE 28th Street to serve the new lots. Two new fire hydrants are proposed within the development. A separate irrigation service will be provided for the public landscape areas.

Stormwater and Erosion Control

Stormwater runoff from pollution generating surfaces is proposed to be treated using filter cartridges and then routed to either an infiltration trench or a detention pond. Infiltration was deemed feasible for the northern portion of the site but is infeasible on the southern portion due to the soil type and groundwater.

A preliminary stormwater plan has been submitted with this application. The preliminary technical information report (TIR) has also been submitted with this application which better explains the stormwater system and how it meets the applicable code.

Title 18 - Zoning

18.07 – Use Authorization

The site is designated as being within the R-7.5 zoning district, a single-family residential district. The applicant proposes to subdivide the site into 34 lots for the intended use of single-family detached dwellings. This use is permitted outright in the R-7.5 zone.

18.09 – Density and Dimensions

Lots in the R-7.5 zone are required to meet the requirements of Table 1 of CMC 18.09.040.

Table 1 – Density and Dimensions for Single-family Residential Zones			
	R-7.5	Density Transfer	Proposed
Maximum density (dwelling units/net acre)	5.8	5.8	4.43
Average lot area (square feet)	7,500	-	6,415
Minimum lot size (square feet)	6,000	5,250	5,821
Maximum lot size (square feet)	12,000	9,000	8,265
Minimum lot width (feet)	70	60	52.5
Minimum lot depth (feet)	90	80	80' (lot 1)
Maximum building lot coverage	40%	40%	40%
Maximum building height (feet)	35	35	35

Minimum front yard	20'
Minimum side yard	5'
Minimum side yard flanking a street and corner lot rear yard	10'
Minimum rear yard	25'
Maximum lot frontage on a cul-de-sac or curve	30'

The applicant proposes to utilize density transfer standards to allow for an average lot size of 6,415 sf and a minimum lot size of 5,821 sf. Also, the applicant is requesting additional flexibility per section 18.09.060.D to allow for a minimum lot width of 52.5'.

CMC 18.09.060.C permits density transfer standards to be use when a recreational area is set aside withing the development. The applicant is proposing to develop a 0.5-acre tract as a recreational area that includes, a play structure, path, picnic areas, and landscaping.

Because the tract is at least 0.5 acres in size “the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards” as approved by the Community Development Director.

Prior to this preliminary land use submittal, a letter and proposed plan was submitted to Robert Maul, the interim Community Development Director, to request/negotiate flexibility in lot width dimensions. The City supported the request to have a minimum lot width of 52.5' as long as the roads serving the site will provide parking on both sides of the street to offset potential parking issues.

18.11 – Parking

Single-family residential dwellings are required to provide 2 parking spaces per unit. Each home will have a 2-car garage plus driveway space for parking, meeting and exceeding the minimum requirement.

Per CMC 17.19.040.B.10.e 1 additional off-street parking space is required for every five units when the average lot size is less than 7400 sf. With 34 proposed lots 7 off-street parking spaces are required. 8 total off-street parking spaces are proposed. 4 are located on tract E and 4 are proposed on tract B. Both tracts will be owned and maintained by a homeowner’s association. These parking spaces meet the standard space dimensions and have a width of 9’ and a depth of at least 18’.

18.13 – Landscaping

A Landscape, Tree and Vegetation Plan has been submitted with this application showing proposed landscaping, and all onsite trees proposed to be retained or removed.

A 20-unit/acre tree density per net acre has been incorporated into the site plan. The tree density is met by providing street trees, and plantings withing the proposed tract areas. The

proposed and adjacent uses are residential or open space, so specific landscape buffers are not required.

18.15 – Signs

No signs are proposed with this project at this time.

18.17 – Supplemental Development Standards

This application will need to comply with the standards found in this section. Some standards that will apply include:

- 18.17.030 - Corner lot vision clearance area: a 15'x15' vision clearance area is required on all corner lots.
- 18.17.040 - Accessory structures: No accessory structures are proposed with this application. If accessory structures are proposed by individual lot owners, they will need to comply with this section.
- 18.17.050 - Fences and walls: fences will be limited to 6'.
- 18.17.060 - Retaining walls: walls are generally limited to 6'.

18.55 – Administration and Procedures

This project is subject to a Type III process for land division. The application will be subject to the development approval and application timelines of this chapter.

A preapplication meeting is required per CMC 18.55.060. A preapplication conference was held on January 20, 2022 and a land use application was not submitted within 180 days. The applicant reached out to Robert Maul, the interim Community Development Director, on July 19th 2022 requesting that additional preapplication requirements be waived. Robert Maul indicated that he would support waiving additional preapplication requirements.

The applicant has submitted the required documents and information as required CMC 18.55.110.