STAFF REPORT

Monte Verde Subdivision

Planning File No. SUB22-05

(Consolidated files: ARCH22-12, CA22-13, SEPA22-17)

Report Date: January 26, 2023

TO	Hearings Examiner	**HEARING DATE**	February 16, 2023
PROPOSAL	To subdivide approximately 8.6 acres into 34 single-family residential lots.		
LOCATION	The site is located at 22205 NE 28th Street in the SE & SW ¼ of Section 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel number 173184000.		
APPLICANT/ OWNER	Dwight A. Southern 22205 NE 28th Street Camas, WA 98607	**CONTACT**	PLS Engineering Attn: Travis Johnson, PE 604 W Evergreen Boulevard Vancouver, WA 98660
APPLICATION SUBMITTED	August 11, 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, as Legal publication #762860.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site on January 4, 2023, and published in the Post Record on January 5, 2023. Legal publication #768350. A Notice of Public Hearing was mailed to property owners within 300 feet of the site on February 1, 2023, and published in the Post Record on February 2, 2023. Legal publication #774370.		

APPLICABLE LAW: The application was submitted on August 11, 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 8.6 acres situated in the R-7.5 Single-Family Residential Zone. The preliminary plat proposes to subdivide the subject property into 34 lots, ranging in size from approximately 5,822 – 8,265 square-feet.

Surrounding uses to the north, west, and east are single-family residential. To the south of the project site is Camp Currie Park. An overhead 100-foot-wide Bonneville Power Authority powerline easement runs diagonally east/west through the site. The single-family residential properties to the east have not been annexed into the city and are designated as R-12 properties within county limits. The single-family residential properties immediately to the west of the subject site are in the R-7.5 zone. The properties to the north (Green Mountain Subdivision) are zoned R-6. The properties adjacent to the easterly and southerly property lines include parcels that are zoned PF – Public Facilities.

The subject property is currently developed with one single-family residence and two outbuildings that are proposed to be removed to facilitate the future development of 34 future single-family residences. The site is primarily grass with scattered trees. A forested area exists on the southern portion of the site. The property slopes gently towards the south; no steep slopes or severe erosion hazard areas are known to be located on site. The preliminary plans indicate that there will be tracts set aside for a stormwater facility, open space, access, landscaping, stormwater facilities, and other related infrastructure.

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. Two comments were received. One comment was from the Department of Ecology regarding solid waste management and water quality (Exhibit 28). The other public comment (Exhibit 27) is regarding street and sidewalk improvements, as well as traffic. These comments are addressed throughout the report.

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

Chapter 16.31 Archaeological Preservation

The subject property is within a high and moderate – high archeological predictive area, therefore an archaeological predetermination report has been prepared for the site. The report prepared by Archeological Services LLC, dated July 5, 2022, was sent to the Department of Archaeology and Historic Preservation as well as the tribes. Based on the findings in 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 16.53 - Wetlands

Per Clark County GIS, the subject property is mapped as having wetlands within the southwest corner of the site. A Critical Areas Report prepared by Ash Eco Solutions dated August 5, 2022 (Exhibit 10), and updated October 12, 2022 (Exhibit 18), indicates that no wetlands were identified within the subject site. The report notes site reconnaissance by Ash Eco Solutions identified that the mapped wetlands was located over 300-feet south of the project site.

CMC Chapter 16.61 – Fish and Wildlife Habitat Conservation Areas

Habitats of Local Importance- Oregon White Oaks

Oregon White Oaks were identified in the Critical Areas Report from Ash Eco Solutions, LLC dated October 12, 2022. Per CMC 16.61.010.3.a.i, Oregon White Oaks over 20-inch DBH are considered habitat of local importance. Eleven individual Oregon white oak trees were identified within or immediately adjacent to the subject site and have numbered by the tree survey, Appendix C in the Critical Areas report. Three oaks with over 20-inch DBHs were documented onsite north of the existing barn (Oak #'s 14, 15, and 16). One non-jurisdictional oak is located centrally onsite (Oak #32). One oak is a hazard snag (Oak #27). Three oaks are located along the property boundaries with partial canopies encroaching into the subject site (Oak #'s 76, 79, and 126). The remaining three oaks identified were determined to be entirely offsite (Oak #'s 31, 38, and 127). Six of the oak trees inventoried by the tree survey are jurisdictional and meet the Washington Department of Fish and Wildlife (WDFW) criteria for "individual oak" Priority Habitats as they have dbh measurements of 20-inches or larger. Oregon white oak Priority Habitat is protected by WDFW and jurisdictional under the local CMC habitat code. The understory and herbaceous layer associated with the onsite oak habitat is highly disturbed due to grazing or dominated by Himalayan blackberry. The applicant proposes the removal of three jurisdictional Oregon white oak trees (Oak #'s 14, 15, and 16). Therefore, mitigation to offset the removal of these jurisdictional trees under CMC 16.61.010 is required.

After a preliminary review of the Critical Areas report, staff collaborated with WDFW, the applicant, and Ash Eco Solutions, LLC regarding the proposed impacts and mitigation plan associated with this project. The initial report dated August 5, 2022, was augmented to include updated impact and mitigation area calculations and conclusions agreed upon by the applicant. The mitigation plan was developed following CMC 16.61.010 and the applicant proposes to offset the impacts to allow for no net loss of habitat functions onsite.

The proposed project will retain and protect three Oregon white oak trees (Oak #'s 76, 79, and 126) that are present along the western, southern, and eastern property lines. The understories of these oaks will

be restored by removing invasive species and enhancement of the native shrubs. Additionally, the removal of adjacent Douglas fir and big leaf maple trees will provide additional oak habitat enhancement. The project also proposes oak tree and native shrub plantings within onsite mitigation areas to offset the removal of three Oregon oak trees (Oak #'s 14, 15, and 16) located within the northern portion of the project site.

Following the mitigation sequencing requirements outlined in CMC 16.51.170, the proposed project has avoided and minimized impacts to the full extent practical while still meeting the required design elements for a subdivision of this size. According to the revised Critical Areas report, the unavoidable impacts have been quantified, and appropriate mitigation is proposed onsite for a no net loss of habitat area or function. The project has been designed to avoid direct impacts to three oak trees with driplines present onsite. These trees are situated along the property line and have critical root zones that extend into the project site. The mitigation plan indicates that the dripline of each tree will be located, staked, and fenced prior to construction to protect them during site grading and construction. Native shrubs will be added as understory plants within the driplines, connecting the proposed mitigation areas to the offsite oak habitat.

Avoidance of Oak trees 14, 15, and 16 was originally attempted, however it was determined that in order to meet the required design elements for site access and lot configuration, that the site plan would need to be altered resulting in the unavoidable impact. Jurisdictional Oak #'s 15 and 16 are located within the proposed site access road and sidewalk. Alternate access road options were proposed by the applicant but the preferred location for access into the proposed subdivision is directly south of the existing North Hargrave Street and NE 28th Street intersection. Oak #14 is within the northwest corner of the subject site and is within construction limits of the proposed northwestern lots, however the amount of fill needed for grading within this area would be detrimental to the health of the tree.

The updated mitigation plan was designed to follow the requirements of CMC 16.51.180 and will offset the loss of habitat. The mitigation plan has further been designed to offset the temporal loss of the oak habitat onsite, enhance the functions of the oak habitat to be retained, provide greater connectivity to oak habitat present directly offsite, and will be managed by the future HOA for perpetuity to ensure maintenance and survival of the habitat. The mitigation plan includes details for planting, protective signage, maintenance, monitoring, contingency, and site protection.

CMC Chapter 16.51 – General Provisions for Critical Areas

Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., Oregon White Oak) and fencing should remain throughout permitted construction activities. In addition, prior to final engineering plan final acceptance, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

Prior to final acceptance, a conservation covenant should be recorded with the County to ensure the long-term preservation of the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such. Further, a copy of the recorded conservation covenant document must be submitted to the city prior to final acceptance.

The applicant will be required to post a mitigation bond in an amount deemed acceptable by the city to ensure the oak mitigation is fully functional per CMC 16.51.250.

Staff finds a condition of approval is required that detailed construction drawings per CMC 16.53.050.E.3 are submitted to the City for review and approval prior to final engineering plan approval.

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 Single-Family Residential R-7.5 zone designation.

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

- Land Use Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- Land Use Policy 1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- Land Use Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- Housing Policy 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.
- Housing Policy 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 houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan
The Parks and Recreation Open Space Plan does not identify any trails or open spaces on the site; however, per the 2022 Parks, Recreation, and Open Space (PROS) Comprehensive Plan, a segment of the T-27 trail, shown to traverse west-to-east, is situated at the southernmost limits of the proposed subdivision. The property located to the south and east of the project site is owned by Clark County Parks. A paved sidewalk is proposed to be stubbed to the south end of the project site for pedestrian connection to a future trail.

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.

The Transportation Impact Study (TIA) prepared by Lancaster Mobley (Exhibit 6), dated July 13, 2022, found the project is expected to generate approximately 310 Average Daily Trips (ADT) with 23 new AM Peak Hour trips (6 In / 18 Out) and 31 PM Peak Hour trips (20 In / 12 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).

Preliminary utility plans were submitted with the application (Exhibit 12). Revised preliminary utility plans (Exhibit 30) were submitted on January 31, 2023. Revisions are based on a discussion between the applicant's consultant and city staff.

There is an existing 24-inch ductile iron transmission water main located on the north side NE 28th Street. Per CDSM, a minimum 8-inch water distribution system will be provided for the benefit of the proposed development with a minimum 1-inch water service provided to each lot.

The revised preliminary utility plans (Exhibit 30) show a new water main tapped at NE 28th Street and located on the west side of future "NE/NW Noble Avenue". The new water main is shown to extend south to a dead-end blowoff valve at the cul-de-sac, and additional dead-end blowoff valves at the east and west legs of future NE 26th Street. The proposed water main is shown as an 8-inch water main from NE 28th Street south to a proposed fire hydrant at future Lot 23, where it is then shown to be reduced to a 6-inch water main to the end of the cul-de-sac. Per Camas Design Standards Manual (CDSM), new water mains are to be a minimum of 8-inch in diameter.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised utility plans that show an 8-inch water main from NE 28th Street, through the entire length of future "NE/NW Noble Avenue" and south to the end of the cul-de-sac, as well as an 8-inch water main in the east and west dead-end leg of in future NE 26th Street.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a service for an irrigation 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 8.84 acres (385,070 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 7), dated July 2022, was prepared by PLS Engineering. The site contains existing structures; a 1,900 square-foot house, a 1,200 square-foot shop, and a 3,080 square-foot chicken coop. There is an existing 100-foot-wide BPA easement that transects the site from northwest to southeast; with electrical power line towers that support the high-voltage power lines located within the easement. The reminder of the site is vegetated with grass, weeds, and a variety of trees. The site slopes generally from the northeast to the southwest with grades ranging from 3% to 10%. There are slopes up to 20% in the southwestern portion of the site.

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; 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 included as Appendix E of the preliminary TIR.

MR #3 – Source Control of Pollution: The preliminary TIR addresses the various BMPs required for source control in the SWPPP included in Appendix E.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR states that the proposed development will capture existing runoff; via infiltration and detention, in accordance with the current 2019 SWMMWW.

MR #5 – On-Site Stormwater Management: The preliminary TIR addresses this requirement in Section E.

MR #6 – Runoff Treatment: The preliminary TIR addresses this requirement in Section F. Treatment is proposed via treatment catch basins and manholes. Treatment and detention structures located in the public right-of-way is not supported by staff.

> Staff recommends a condition of approval that prior to final engineering plan approval the stormwater plans are to be revised with any and all proposed treatment and/or detention structures located outside of the public right-of-way.

MR #7 – Flow Control: The preliminary stormwater report (TIR), proposes an infiltration trench design for basins 1, 2 and 3 which is 100 ft. long by 8 ft. wide and 3 ft. deep. The Basin 1 infiltration trench is designed to overflow into the trench for Basin 2, which will overflow to a detention pond at the SW corner of the site. Basin 3 runoff areas can't be infiltrated and are directly discharged to the detention facility. Additionally, the preliminary TIR states that conveyance systems analysis and design are not currently provided and will be provided with the Final TIR.

> Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit a final stormwater report (TIR) that addresses the on-site conveyance systems analysis and design as well as an updated infiltration trench design and locations.

MR #8 – Wetlands Protection: Appendix F on 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 provided an O&M manual in Appendix D. 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. The city 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 revised and submitted with the City of Camas June 2022 *Stormwater Sewer System Operations & Maintenance Manual.*

Preliminary utility plans were submitted with the application (Exhibit 12). Revised preliminary utility plans (Exhibit 30) were submitted on January 31, 2023. Revisions are based on a discussion between the applicant's consultant and city staff. The preliminary utility plans showed infiltration trenches located with the public road sections in future "NW Noble Avenue" and future NE 26th Street. The city does not allow for stormwater treatment or detention within the public right-of-way. Therefore, the applicant submitted revised preliminary stormwater plans (Exhibit 30) with the treatment and detention located in dedicated stormwater tracts.

The revised preliminary stormwater plans propose to construct a stormwater collection system which will collect the stormwater runoff via a series of catch basins, manholes, and conveyance piping. The preliminary stormwater system also provides an underground storm infiltration system located at the southern end of Tract 'B' below the proposed playground area and in the northeast corner of Tract 'E' adjacent to the southern property line of future Lot 2; and a storm detention facility Tract 'D' at the southeast corner of the proposed development.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit a complete set of stormwater plans, including the design for the conveyance system in accordance with the Camas Design Standards Manual (CDSM). Additionally, the underground infiltration system on Tract B should be located such that it is not situated below the proposed playground area.

Per CMC 14.02 and 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.

Staff recommends a condition of approval that, prior to final engineering plan approval, the applicant should submit a revised stormwater plan for Lots 1-34. 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.

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 owned and maintained by the homeowners and/or the HOA. The preliminary

stormwater plans propose to construct the following stormwater facilities located on Tract B, Tract D, and Tract E.

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. The 2-year 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/homeowners). At completion of the 2-year warranty period, the stormwater facilities in Tracts B, D, and E will be owned and maintained by the Homeowner's Association/homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract D.

Staff recommends a condition of approval that prior to final plat approval the following notes are to be added to the final plat.

Proposed Plat Notes:

Stormwater facilities located on Tracts B, D, and E are to be owned and maintained by the homeowner's association / homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.

Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tracts B, D, and E.

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 that were submitted with the application, 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 Clark GIS Property Information, the site for the proposed development is approximately 8.84 acres (385,070 SF) in size.

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, and 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).

Preliminary utility plans were submitted with the application (Exhibit 12). Revised preliminary utility plans (Exhibit 30) were submitted on January 31, 2023. The revisions are based on a discussion between the applicant's consultant and city staff.

There is an existing 8-inch gravity sanitary sewer main located in NE 28th Street in the center of the roadway. The revised preliminary utility plans (Exhibit 30) propose to construct an 8-inch gravity sanitary sewer main, from the existing 8-inch gravity sanitary sewer main in NE 28th Street and extended south from the intersection of future NE Noble Avenue and NE 28th Street. The conventional gravity is shown to transition from the 8-inch conventional gravity to a 2-inch sanitary force main at future Lot 3 and continue south to the southern property line of future Tract C. Based on the preliminary utility plans: Lots 1, 2, 3, and 34 will have conventional gravity sewer laterals and Lots 4 thru 33 will be served by a sanitary force main and grinder pump system due to the grade that slopes significantly away from NE 28th Street.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to submit the following:

- Calculations verifying that the sanitary sewer force main is adequately sized for solids and effluent to be pumped up to the highest point in the conventional gravity sewer main.
- Calculations verifying that the pressure sewer laterals, from the grinder pumps to the force main, are adequately sized for solids and effluent.
- Specifications and cutsheets for the proposed grinder pumps for approval.

Staff recommends a condition of approval that prior to final plat approval, the following note is to be added to the final plat providing the city with a utility easement for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main located in private road 'Tract C'.

Proposed Plat Note: The private road 'Tract C' consists of a utility easement for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main is conveyed to the city.

Demolition permits are issued by the city's Building Department. There is an existing house, workshop, and chicken coop on the proposed development site. The Department of Ecology submitted a SEPA

comment (Exhibit 28) regarding removal of potentially dangerous or hazardous materials. The Building Department requests documentation verifying the applicant has complied with State and County Health Department requirements for disposal of potentially dangerous or hazardous materials., prior to issuance of the demolition permit.

> **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. 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, any existing wells and/or septic systems, which includes septic tanks and drain fields, are to be decommissioned and documentation should be provided to the city that said wells and/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.
>
> **FINDINGS:** Staff finds that, as conditioned, adequate provisions for decommissioning of existing wells and septic systems can or will be made.

3. Provisions have been made for road, utilities, street lighting, street trees, and other improvements that are consistent with the Six-Year Street Plan, the Camas Design Standards Manual and other State adopted standards and plans;

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

The proposed development is located on the south side of NE 28th Street, which is designated as a future 3-lane arterial, per the 2016 Road Designation Comprehensive Plan. Half-width frontage improvements have been constructed along those portions on the north side of NE 28th Street that abut previous developments. These frontage improvements have consisted of curb & gutter, sidewalks, planter strips, and increased paved surfaces. The proposed Monte Verde development will be conditioned to construct half-width road improvements, consisting of curb & gutter, sidewalk, planter strip, and increased paved surface on the southside of NE 28th Street along the frontage of the proposed development.

[Public Roads]:
Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when it is determined to be appropriate by the city engineer. Half-width street improvements on NE 28th Street are required along the frontage of the proposed development.

Per CDSM *Table 2 – General Guidelines for Geometry of a Roadway*, 3-lane collectors / 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.

The preliminary plans – Preliminary Plat North (Exhibit 12) and revised Preliminary Plat North (Exhibit 21) provides for the half-width street improvements along the frontage of the proposed development on NE 28th Street, providing for the total 74-foot right-of-way width, a total 47-feet of paved street width, a 6-foot-wide sidewalk, and an 8-foot-wide planter strip. With the exception of providing sufficient design information regarding the transitions to the east and west between unimproved street widths and

improved street widths, *the preliminary plans for half-width street improvements along the frontage of the proposed development meet the minimum street standards for a 3-lane arterial in accordance with the CDSM Table 2.*

> Staff recommends a condition of approval that prior to final engineering plan approval, the street improvement plans, along NE 28th Street, are to provide sufficient design information for the tapers to the east and west of the frontage improvements to allow for vehicular transitions.

Per CDSM *Table 3 - Access Spacing Standards*, the access spacing on an arterial is a minimum of 660-feet and a maximum of 1,000-feet.

The preliminary plans (Exhibit 12) show the future centerline of proposed NE Noble Avenue, on the south side of NE 28th Street, aligned with the existing centerline of NE Hargrave Street on the north side of NE 28th Street. *The proposed location of the intersection of future NE Noble Avenue and existing NE Hargrave Street meets the minimum access spacing standard on an arterial.*

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.*

The existing right-of-way (ROW) width along the frontage of the proposed development is 67-feet. The preliminary plans, Preliminary Plat North (Exhibit 21) show an additional 7-feet of right-of-way dedication that will allow for the 3-lane arterial consisting of a total right-of-way width of 74-feet.

> Staff recommends a condition of approval that prior to final engineering plan approval, the street improvement plans are to be submitted with the required 7-foot right-of-way dedication on NE 28th Street and street sections in accordance with CDSM Street Detail ST5 3 Lane Collector / Arterial. The applicant is required to construct a 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.

[Interior Public Roads]:
Per CDSM Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane local neighborhood road requires a 60-foot-wide right-of-way width, a 36-foot paved surface, 5-foot-wide detached sidewalks and 5 to 6-foot planter strips on both sides, and parking permitted on both sides.

The preliminary plans (Exhibit 12) propose to construct the future interior public roads NE Noble Road and NE 26th Street in accordance with CDSM Table 2 – General Guidelines for Geometry of a Roadway, 2-lane local neighborhood road with 60-foot right-of-way width.

> Staff recommends a condition of approval that prior to final engineering plan approval the street improvement plans are to be submitted with the future local public roads constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (60' ROW).

Street naming is the responsibility of the Building Official. The street names, as shown on the preliminary plans (Exhibit 12) and revised preliminary plats (Exhibit 21), are preliminary street names that were provided by the developer. These names are subject to change during the final engineering plan approval process.

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 Standards Manual. The maximum block length for a local roadway classification is 600-feet. *The interior local block lengths do not exceed the maximum 600-foot block length standard for a local roadway classification*.

[Private Roads]:
Per CDSM Table 1 –Guidelines for Geometry of Private Roadway, access to four dwelling units or less requires a minimum tract width of 20-feet, a minimum 12-foot-wide paved surface, and no parking on either side. Additionally, 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 preliminary plans (Exhibit 12) and revised preliminary plats (Exhibit 21) propose private street 'Tract C' to provide access to future Lots 17, 18, and 19. Per the preliminary plans and revised plat, future private street 'Tract C' is in excess of 150-feet from the center of the cul-de-sac to the end of the private road and consists of a 26-foot-wide tract, with 20-feet of paved surface, and a 5-foot-wide sidewalk on the east side. The proposed private street section meets the Minimum Private Street Standard for access to four dwelling units or less.

Per CMC 17.19.040.A.2 Adequate and reasonable provisions are made for ownership, maintenance, and repair of all utilities and the proposed private streets.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating the Tract C is to be owned and maintained by the property owners and/or homeowners association.

Proposed Plat Note: Tract C is to be owned and maintained by the property owners and/or homeowners association.

Per CMC 17.19.040.A.7 Access requirements for recycle service, garbage service, and emergency vehicles are to be provided.

Staff recommends a condition of approval that prior to final engineering plan approval, the street plans and the preliminary plat are to be revised to provide for a dead-end turnaround at future Lot 19 and Tract D. The applicant is to work with engineering and the Fire Marshal for an acceptable dead-end turnaround to accommodate emergency vehicles. Garbage and recycling containers for Lots 17, 18, and 19 are to be placed at the public right-of-way for pickup.

Per CMC 17.19.040.A.8 Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat (e.g., Towing service).

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, 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 acceptance the applicant should be required to install the 'No Parking and Towing' signs.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating the 'on-street parking is prohibited on both sides of Tract C'.

Proposed Plat Note: On-street parking is prohibited on both sides of Tract C.

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

[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. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

- Additionally, 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 (F1) requires one 2-inch diameter street tree in the planter strip for each dwelling unit. The preliminary landscape plan shows each proposed lot is provided with at least one street tree; most are shown with two.

Staff recommends a condition of approval that prior to final acceptance all landscaping be installed or bonded for and all proposed street trees and landscaping are to be per the CDSM Landscape Standards Plant Materials list.

Staff recommends a condition of approval that 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 facility located in Tract D 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 facility located on Tract D.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant is to 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 north property lines of Tract D where the tract abuts the future Lot 20. 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 7-foot right-of-way width on NE 28th Street required for the proposed frontage improvements and the 60-foot right-of-way widths for the internal public roads required to serve the proposed development, as shown on the preliminary plats.

Proposed Tract C is identified as private road (driveways) on the preliminary plat. A public sanitary sewer main will be located within private road 'Tract C' and Tract C provides access for maintenance and inspections of the stormwater facility located in 'Tract D'; as such the applicant is required to provide a blanket access, inspection, and utility maintenance easement over the proposed private road 'Tract C' to the City of Camas 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 B, D, and E; fencing, walls, landscaping, irrigation, private road 'Tract C', private gates and controller if applicable, 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-7.5 - Single-Family Residential zone which permits a minimum lot size of 6,000 square-feet, a maximum lot size of 12,000 square-feet, and an average lot size of 7,500 square-feet. The maximum density for the R-7.5 zone is 5.8 dwelling units per acre.

As per CMC 18.09.060.C, density transfer standards are permitted to be used when a land division proposed to set aside a tract for the protection of critical area, natural open space, natural open space network or network connector, or a recreational area is set aside within a proposed development. As shown on the proposed plat, Tracts "B" and "E", totaling approximately 0.93 acres in size, are set aside for recreational and open space tracts. The recreational area will include a play structure, pedestrian path, picnic areas, and landscaping.

As noted in section 18.09.060.D, where a recreational tract includes at least 0.5 acres of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards under CMC 18.09.040, Table 1 and 2. The applicant is proposing lots that range in size from 5,821 - 8,265 square-feet, with an average lot size of 6,415 square-feet and a proposed density of 4.43 dwelling units per acre. The applicant is requesting additional flexibility per section 18.09.060.D to allow for a minimum lot width of 52.5 feet where typically the minimum lot width in the R-7.5 zone with a density transfer bonus would be 60-feet. As noted in the applicant's narrative, the proposal for the decreased lot width was presented to staff prior to the formal application submittal and staff supports the requested 52.5 foot-lot width, provided that the roads serving the site will provide parking on both sides of the street to offset potential parking issues. A condition of approval is warranted to ensure that parking will be provided on both sides of the streets serving the proposed development.

As previously stated, there is an existing single-family residential structure along with two outbuildings currently onsite that are proposed to be removed to facilitate the development as proposed.

CMC 18.09.040 Table 2 Setbacks

The proposed lots within the development range in size form 5,821 – 8,265 square-feet. Setbacks are based on lot size, therefore all of the lots must comply with the setbacks for the lots between 5,000 and 11,999 square-feet per CMC.09.060.D.

		Required	Proposed
Setbacks			
	Front Yard	20 feet	20 feet
	Side Yard	5 feet	5 feet
	Rear Yard	25 feet	25 feet
	Garage	25 feet	25 feet
	Side Yard Flanking a Street	10 feet	10 feet
Maximum Density		5.8	4.5
Maximum Lot Coverage		40%	40%

As proposed, all lots meet the setback requirements for lots between 5,000 – 11,999 square feet in size.

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:

A tree survey included in the preliminary plans for the proposed project indicates there were approximately 150 trees within the survey area, 18 of those trees were offsite, 132 are located onsite. 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 net acreage of the site is 7.67 acres, thus requiring 153 tree units. A total of 129 trees are proposed to be removed to facilitate the project as recommended due to the tree health and/or impacts to site grading. Three onsite trees that provide 26 tree units will be retained. The applicant is proposing to plant a total of 157 trees, providing an additional 151 tree units. The total tree units provided for the project as proposed would be 177, which exceeds the minimum requirement. The tree density is met by providing the required street trees, and in plantings within the proposed tract areas. Staff finds the proposed landscape plan meets the minimum tree density.

As per CMC 18.13, the applicant is required to submit a final landscape, tree, and vegetation plan to the City for review and approval prior to engineering plan approval. 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 per CMC 17.19.030.F.3.

CMC Section 18.17.060 Retaining Walls:

The proposed site plan shows a 2-foot retaining wall located in the southeast corner of the site, along the side property line of proposed lot 19 and another 2-foot retaining wall that runs along the easterly

property line of lot 1 as well as the northerly side property line of proposed lot 2. CMC 18.17.060 allows for retaining walls up to 6 feet unless approved by the Director. The proposed 2-foot-high retaining walls are within the permitted height requirement for retaining walls.

CMC Chapter 18.34 Airport Overlay Zoning:
The subject property is located within the Airport Overlay Zone C. Staff recommends a condition of approval that an avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat. Prior to building permit submittal, the applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A and conditioned as such.

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). The proposed development will generate approximately 310 ADTs, which triggered the requirement for a TIA.

A transportation impact analysis (TIA) (Exhibit 6) dated July 13, 2022, was prepared by Lancaster Mobley for the 8.84 acres site for the proposed development of up to 34 single-family-homes. The report used the trip generation rates from the *ITE Trip Generation Manual* (11th Edition, 2021), ITE code #210 Single-Family Detached Housing, to determine the number of trips generated per weekday. The trip generation calculations show that the proposed project is estimated to have a net increase in trip generation of 23 AM Peak Hour trips (6 In / 17 Out), 31 PM Peak Hour trips (19 In / 12 Out), and a total of 310 average daily trips (ADTs).

Sight Distance Analysis
Per the TIA, the intersection sight distance was measured at the proposed access road onto NE 28th Street and evaluated in accordance with the standards established in '*A Policy on Geometric Design of Highways and Streets*'.

The posted speed limit on NE 28th Street is signed 40 MPH in both directions between NE 232 Avenue and NE Ingle Road. NE 28th Street is an existing three-lane cross-section along the sight frontage of the proposed development. Based on these factors:

- The recommended intersection sight distance is 445-feet to the east for left turning vehicles; and 385-feet to the west for right turning vehicles.
- The required stopping sight distance is 440-feet for vehicles approaching from the east and 420-feet for vehicles approaching from the west.
- Available sight distances at the proposed access intersection location were measured to exceed 450-feet in either direction provided site obstructing foliage along the edge of the proposed frontage are removed with the roadway widening.

Based on the sight distance analysis, adequate sight distances are available at the proposed site access intersection of future NE Noble Avenue and NE 28th Street to ensure safe and efficient operation along NE 28th Street. Therefore, no mitigation for sight distance is necessary or recommended. ***Staff concurs with the recommendation.***

Staff recommends a condition of approval that prior to final engineering plan approval the corner sight-distance triangles / site vision clearance triangles, at to the intersection of the future access road and NE 28th Street, are to be shown on the final engineering plans and landscaping plans.

The conclusions noted in the Transportation Impact Analysis (Exhibit 6) on page 25, are as follows:

CONCLUSIONS

- No significant trends or crash patterns were identified at any of the study intersections. Accordingly, no safety mitigation is recommended per the crash data analysis. ***Staff Concurs.***
- 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. ***Staff Concurs.***
- 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. ***Staff Concurs.***
- 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. ***Staff Concurs.***

  Additionally, a traffic signal is under construction at the intersection of NE Ingle Road / NE 28th Street / NE Goodwin Road, which was a condition of the Green Mountain developments. The applicant was not required to study this intersection based on the limited amount of PM Peak Hour Trips generated by the proposed development.

  Exhibit 27 is a public comment that was received regarding completion of frontage improvements along NE 28th Street and NE Goodwin Road to the Lacamas Lake Trailhead parking lot. These improvements are in the city's capital improvements plan but are not currently funded. Based on code requirements and proportionality the applicant is not required to install these improvements.
- The proposed site access will be located opposite of N Hargrave Street, with nearest intersection 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, thereby no access related mitigation is necessary. ***Staff Concurs.***
- 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. ***Staff Concurs.***
- 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 operational mitigation is necessary or recommended at the study intersections. ***Staff Concurs.***

During the pre-application meeting the applicant was informed that the TIA was to evaluate the number of PM Peak Hour trips through City of Vancouver identified proportionate share intersections in order to help fund an intersection improvement project. The specified intersection at that time was SE 192nd

Avenue at NE 13th Street. The original TIA (Exhibit 6) estimated that approximately 20 percent or 6 PM Peak Hour trips would impact this intersection. Therefore, the proportionate share fee will be as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192nd Ave & NE 13th Street	$400 per PM peak hour trip	6	$2,400.00
Total Proportionate Share Cost			**$2,400.00**

The original TIA was submitted to City of Vancouver Streets & Transportation and Clark County Concurrency Engineer for a concurrency review. The city did not receive any comments from Clark County.

However, comments were provided by the City of Vancouver (Exhibit 15) asking that the applicant provide an addendum to the original TIA showing the total number of new PM Peak Hour trips through the proportionate share intersections of SE 192nd Avenue at SE 34th Street and SE 192nd Avenue at WB SR-14 ramps; and to calculate the expected fees. The addendum to the original TIA (Exhibit 16), dated September 13, 2022, was prepared and submitted by Lancaster Mobley, with the number of PM Peak Hour trips to the following proportionate share intersections:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192nd Ave & SE 34th St	$150 per PM peak hour trip	5	$750.00
SE 192nd Ave & WB SR-14 ramps	$2,000 per PM peak hour trip	5	$10,000.00
Total Proportionate Share Cost			**$10,750.00**

Based on the original TIA and the addendum to the TIA, the proportionate share amounts 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 & NE 13th Street	$400 per PM peak hour trip	6	$2,400.00

SE 192nd Ave & SE 34th St	$150 per PM peak hour trip	5	$750.00
SE 192nd Ave & WB SR-14 ramps	$2,000 per PM peak hour trip	5	$10,000.00
Total Proportionate Share Cost			**$13,150.00**

Staff recommends a condition of approval that prior to final acceptance the applicant is required to pay the proportionate share amount of $13,500.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

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 of 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.

PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Department of Ecology (Exhibit 28) and a resident (Exhibit 27) regarding traffic, stormwater, demolition of existing structures, and setbacks. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Monte Verde Subdivision (SUB22-05) 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 Monte Verde Subdivision (SUB22-05) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. 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.

Special Conditions of Approval:

Planning:

25. 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.
26. The recommendations provided by the Department of Ecology shall be complied with.
27. The recommendations in the geotechnical report 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.
29. The Mitigation Plan contained in the Critical Areas Report & Oregon White Oak Mitigation Plan prepared by Ash Eco Solutions, LLC shall be followed.
30. The installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., Oregon White Oak) and fencing should remain throughout permitted construction activities.
31. The trees identified for preservation shall comply with the tree protection recommendations contained in the Critical Areas report. Any required revisions to the site plan, such as building setbacks and/or site improvements, will require an updated Tree Survey for review and approval prior to Engineering Plan approval and will be conditioned as such.
32. Exterior retaining walls facing the public right-of-way shall 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.
33. The applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A

Prior to Final Engineering Plan Approval:

Planning:

34. A detailed construction drawing per CMC 16.53.050.E.3 is to be submitted to the City for review and approval Retaining walls shall comply with CMC 18.17.060.D.
35. 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. Plants utilized will need to be per the approved City's Plant 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 per CMC 17.19.030.F.3.

Engineering*:*

Water:

36. The applicant shall submit revised utility plans that show an 8-inch water main from NE 28th Street, through the entire length of future "NE/NW Noble Avenue" and south to the end of the cul-de-sac, as well as an 8-inch water main in the east and west dead-end leg of in future NE 26th Street.
37. 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:

38. The applicant shall submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.
39. The stormwater plans are to be revised with any and all proposed treatment and/or detention structures located outside of the public right-of-way.
40. The applicant shall submit a final stormwater report (TIR) that addresses the on-site conveyance systems analysis and design as well as an updated infiltration trench design and locations.
41. The final stormwater (TIR) report is to be revised and submitted with the current *June 2022 City of Camas Stormwater Sewer System O&M Manual*.
42. The applicant shall submit a complete set of stormwater plans, including the design for the conveyance system in accordance with the Camas Design Standards Manual (CDSM). Additionally, the underground infiltration system on Tract B should be located such that it is not situated below the proposed playground area.
43. The applicant shall submit a revised stormwater plan for Lots 1-34. Said plans 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.

Erosion Control:

44. The applicant shall 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.

Sanitary Sewer Disposal:

45. The applicant shall be required to submit the following:
    a. Calculations verifying that the sanitary sewer force main is adequately sized for solids and effluent to be pumped up to the highest point in the conventional gravity sewer main.
    b. Calculations verifying that the pressure sewer laterals, from the grinder pumps to the force main, are adequately sized for solids and effluent.
    c. Specifications and cutsheets for the proposed grinder pumps for approval.

Existing wells, septic tanks, and septic drain fields:

46. Any existing wells, or septic systems are to be decommissioned and documentation shall be provided to the city that said wells and/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]

47. The street improvement plans, along NE 28th Street, are to provide sufficient design information for the tapers to the east and west of the frontage improvements to allow for vehicular transitions.

48. The street improvement plans are to be submitted with the required 7-foot right-of-way dedication on NE 28th Street and street sections in accordance with CDSM Street Detail ST5 3 Lane Collector / Arterial. The applicant is required to construct a 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.

[Interior Public Roads]:

50. The street improvement plans are to be submitted with the future local public roads constructed in accordance with CDSM Street Detail ST2 - 2 Lane Local (60' ROW).

[Private Roads]:

51. The street plans and the preliminary plat are to be revised to provide for a dead-end turnaround at future Lot 19 and Tract D. The applicant is to work with engineering and the Fire Marshal for an acceptable dead-end turnaround to accommodate emergency vehicles. Garbage and recycling containers for Lots 17, 18, and 19 are to be placed at the right-of-way for pickup.

52. The applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

[Street lighting]

53. All street light locations are to be shown on the engineering and landscape plans. Any streetlights provided for 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 is required to submit to the City for review and approval a final landscape plan 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.

[Storm Facility Landscaping]:

57. The applicant is to 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 north property lines of Tract D where the tract abuts the future Lot 20. 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 corner sight-distance triangles / site vision clearance triangles, at to the intersection of the future access road and NE 28th Street, are to be shown on the final engineering plans and landscaping plans.

Prior to Land-Disturbing Activities:

55. 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.

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

Prior to Final Plat Approval:

Planning:

60. The applicant shall post a mitigation bond in an amount deemed acceptable by the city to ensure the oak and wetland mitigation is fully functional per CMC 16.51.250.

61. An avigation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat.

Engineering:

62. The following notes are to be added to the final plat.

    1. Stormwater facilities located on Tracts B, D, and E are to be owned and maintained by the homeowner's association / homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.

    2. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tracts B, D, and E.

62. The following note is to be added to the final plat providing to the city a utility easement for access, maintenance, replacement, repair, or extension, over and under the sanitary sewer force main located in private road 'Tract C'.

63. A note is to be added to the plat stating the Tract C is to be owned and maintained by the property owners and/or homeowners association.

64. A note is to be added to the plat stating the 'on-street parking is prohibited on both sides of Tract C'.

Prior to Final Acceptance:

Engineering:

65. 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' sings prior to final acceptance.

66. 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.

67. 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.
    b. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.

68. 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.

69. The applicant shall be required to install the 'No Parking and Towing' signs.

70. Prior to final acceptance, the applicant is required to pay the proportionate share amount of $13,500.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Final Occupancy:

Planning:

71. Street trees adjacent to lots should be installed prior to final occupancy 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 C.C. & 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. 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.
6. 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).
7. Stormwater facilities located on Tracts B, D, and E are to be owned and maintained by the homeowner's association / homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.
8. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tracts B, D, and E.
9. The private road 'Tract C' consists of a utility easement for access, maintenance, replacement, repair, or extension, over and under the sanitary sewer force main is to be conveyed to the city.
10. Tract C is to be owned and maintained by the property owners and/or homeowners association.
11. On-street parking is prohibited on both sides of Tract C.