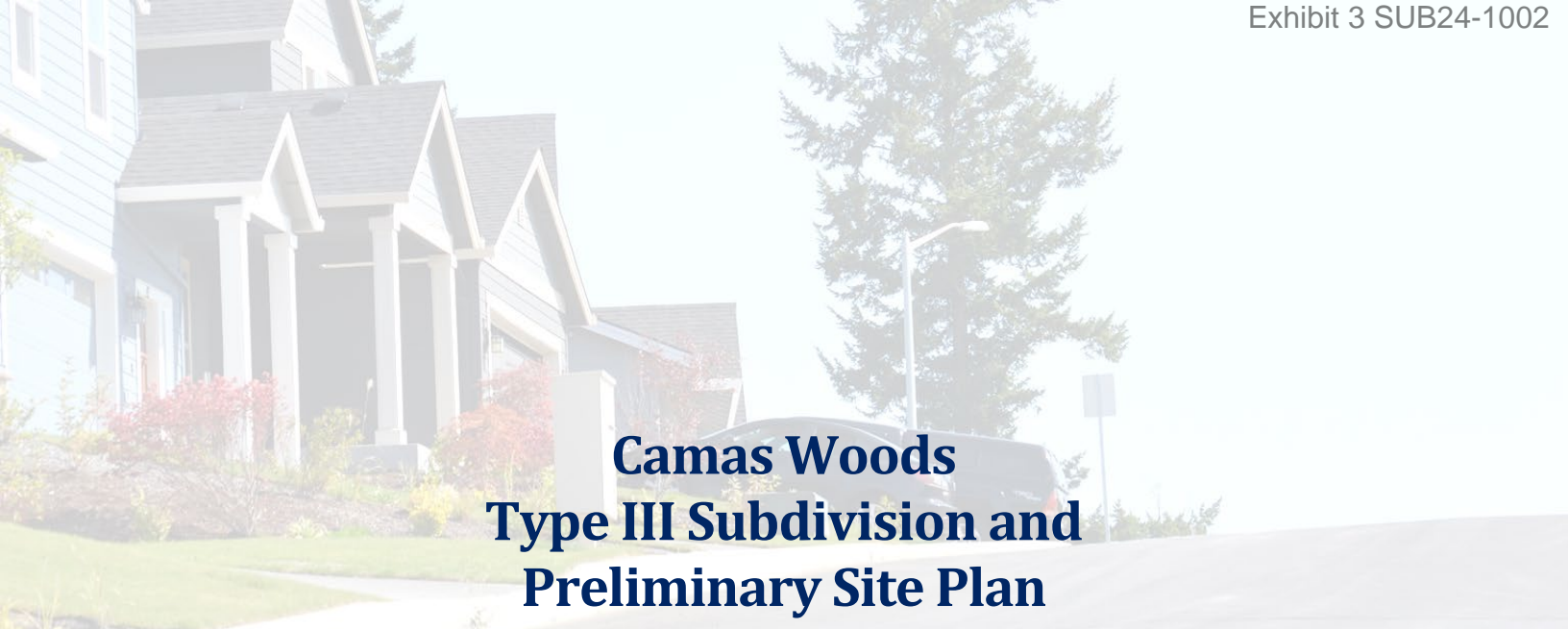




3. Land Use Narrative



Camas Woods Type III Subdivision and Preliminary Site Plan

Date:	November 2024
Submitted to:	City of Camas Community Development Department 616 NE 4th Avenue Camas, WA 98607
Applicant:	Camas Woods, LLC 19120 SE 34th Street, Suite 103 Vancouver, WA 98683 Andy Swanson (503) 936-8514 andy@has-capital.com
AKS Job Number:	8397



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Applicant:	Camas Woods, LLC 19120 SE 34th Street, Suite 103 Vancouver, WA 98683 Andy Swanson (503) 936-8514 andy@has-capital.com
Property Owners:	Camas Woods, LLC 19210 SE 34 th Street, Suite 103 Vancouver, WA 98683 Donald A. Rekdahl & Shirley M. Rekdahl, Trustees 921 SE Gardner Road Camas, WA 98607
Applicant's Consultant:	AKS Engineering & Forestry, LLC 9600 NE 126 th Avenue, Suite 2520 Vancouver, WA 98682 Contact(s): Michael Andreotti, RLA Email: andreottim@aks-eng.com Phone: (360) 882-0419
Site Location:	921 SE Gardner Road Camas, WA 98607
Clark County Parcels:	178140-000, 178159-000, 178169-000, & 178108-000
Site Size:	±36.37 acres (±1,584,277 square feet)
Land Use Districts:	North Shore Mixed Use (MX-NS), North Shore Higher Density Residential (HD-NS), North Shore Lower Density Residential (LD-NS), & North Shore Park/Open Space (POS-NS)



I. Executive Summary

Through this application, Camas Woods, LLC (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 208-lot subdivision (Camas Woods). The subdivision will include 88 lots for the future construction of 88 attached single-family homes, 118 lots for the future construction of 118 detached single-family homes, one lot for the future construction of three multifamily buildings with 72 multifamily units, and one lot for the future construction of one mixed-use building with commercial on the ground floor and 16 multifamily units on the two floor above. The development will gain access from State Route 500 (SR500) through NE Everett Street. The development will construct an internal street network to serve the proposed lots. The development will also provide for future circulation to the east and west with the extension of SE 8th Street on-site, the construction of a street from NE Everett Street to the site's east boundary, construction of a half-width street on the east boundary line, a street stub to the north, and right-of-way provided to the south. Each lot will be provided with sanitary sewer and water service, storm sewer, and other dry utilities. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, including Proposed Development Plans, Stormwater Technical Information Report (TIR), Geotechnical Site Investigation Report, Transportation Impact Study, Road Deviation Request, Archaeological Predetermination, Critical Areas Reports, Wetland Buffer Modification and Oak Mitigation Report, and State Environmental Policy Act (SEPA) checklist.

The highlights of this project, which will be discussed further in this narrative, include:

- Subdivision with 208 lots.
- 88 single-family attached lots.
- 118 single-family detached lots.
- One mixed-use/commercial lot.
- One multifamily lot.
- Construction of an internal public street network to serve the development and provide future circulation to adjacent properties.
- Construction of all necessary utilities to serve the development.

The written narrative includes findings of fact demonstrating that the application complies with all applicable approval criteria. These findings are supported by substantial evidence, including Preliminary Plans and other written documentation. This information, which is included in this application package, provides the basis for the City to approve the application.

II. Site Description/Setting

The subject site consists of four parcels and is ±36.37 acres in size. The site is addressed as 921 SE Gardner Road, Camas, WA 98607, located in Camas, Washington. The included properties are identified as Parcel Numbers 17814-000, 178159-000, 178169-000, and 178108-000 of the Northeast Quarter of Section 35, Township 2 North, Range 3 East, Willamette Meridian. The site is spit-zoned North Shore Mixed Use (MX-NS), North Shore Higher Density Residential (HD-NS), North Shore Lower Density Residential (LD-NS), and North Shore Park/Open Space (POS-NS) with and Urban Holding – 10 (UH-10) and Airport Overlay – Zone C overlays. The properties north of Parcels 178159-000 and 178108-000 are similarly zoned MX-NS and HD-NS. The properties south of Parcels 178159-000, 178169-000, and 178108-000 are zoned Residential-10,000 (R-10) to the southwest and Residential-7,500 (R-7.5) to the southeast. The properties to the west

of Parcel 178159-000 are similarly zoned MX-NS. The property to the north of Parcel 178140-000 is zoned Residential-12 (R-12). The property to the east of Parcel 178140-000 is similarly zoned HD-NS, LD-NS, and POS-NS. The property to the south of Parcel 178140-000 is zoned R-7.5. The property to the northeast of Parcel 178140-000 is zoned HD-NS. The properties to the south of the subject site are in use as Camas High School and The Heights Learning Center. The properties to the north, east, and west are in use as single-family residential.

The site has frontage on NE Everett Drive (public) to the west and right-of-way for SE 8th Street stubbed to the west boundary. Access for Parcels 178159-000, 178169-000, and 178108-000 is currently gained from NE Everett Street. Access for Parcel 178140-000 is currently gained from SE 271st Avenue (private) across Parcel 178241-000 east of the site. NE Everett Drive is classified as a Local Street and NE 8th Street is classified as a Collector Street.

The site is rolling with gentle slopes across much of the site and some steeper slopes in the northeast portion of the site. There is a small ridge running generally west to east through the central portion of the site, with the ground sloping to the northeast and southwest from the ridge. According to County Geographic Information Services (GIS), portions of the site have slopes up to 15 percent. The site has a wetland in the northeast corner of the site and four individual Oregon white oak on-site. The existing vegetation consists of evergreen and deciduous trees and shrubs, turfgrass, and field grass. The archaeological predictive for the site is moderate to high and there are mapping indicators for archaeological site buffers. All critical areas will be discussed in further detail later in this narrative.

III. Applicable Review Criteria

Camas Municipal Code

Title 5 – Business Taxes, Licenses and Regulations

Chapter 5.45 Telecommunications

5.45.365 Location of facilities.

All facilities shall be constructed, installed, and located in accordance with the following terms and conditions, unless otherwise specified in an authorization, franchise, or lease agreement.

Response: All electric, cable, or telecommunication lines installed with the development will be located underground. The final location of these utilities will be determined with final construction plans.

Title 12 – Streets, Sidewalks and Public Places

Chapter 12.24 Street Names

Response: All proposed streets have been named according to the City of Camas *Street Naming Manual* (October 2010). The roads will be named prior to final plat.

Title 14 – Stormwater Provisions

Chapter 14.02 Stormwater Control

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated by the west half of the development will be collected on-site and conveyed to stormwater vaults for treatment and then to underground detention facility prior to being discharged to an existing ditch in NE Everett Drive. Stormwater runoff generated by the east half of

the development will be collected on-site and conveyed to stormwater vaults for treatment then to a detention pond prior to being discharged to the Wetland in Tract B. All stormwaters will be discharged at rates allowed by City of Camas. The stormwater system is designed per the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Proposed Development Plans included with this application for more information.

Title 15 – Buildings and Construction

Chapter 15.04 Building Code

15.04.030 Amendments to the referenced codes.

D. International Fire Code.

12. Permits shall be obtained from the fire department as follows:

- a. Except for one and two-family dwellings and as specified in Section 105 of the building code and Section 105R in the International Residential Code no building or structure regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, removed, converted or demolished unless a separate permit for each building or structure has first been obtained from the fire department.

Response: There are existing fire hydrants adjacent to the site along SE Everett Drive just north of Garfield Street and along State Route 500 (SR 500) just north of SE 8th Street. This application also proposes new fire hydrants within the development which meet spacing requirements. All future homes in the development will be provided with fire sprinklers as required by the City of Camas. Emergency access for all lots in the development will be from the existing and proposed public streets. The project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas.

Title 16 – Environment

Chapter 16.07 SEPA Categorical Exemption and Threshold Determinations

16.07.020 Exemption levels.

- A. The city establishes the following exempt levels for minor new construction based on local conditions, which is consistent with WAC 197-11-800(1):

Project Types	Exempt Levels in Camas
Single-family residential	Up to 9 dwelling units
Multifamily residential	Up to 9 dwelling units
Agricultural structures	Up to 30,000 square feet
Office, school, commercial, recreational, service or storage buildings (including associated parking lots)	Up to 30,000 square feet and associated parking lots of up to 40 spaces.
Parking lots not associated with a structure	Up to 20 parking spaces
Landfills and excavation	Up to 500 cubic yards

Response: The project includes 88 attached single-family residential lots, 118 detached single-family residential lots, 88 multifamily apartment units, and one commercial lot with a 10,000-square-foot mixed-use building and associated parking; therefore, the development is not exempt. A State Environmental Policy Act (SEPA) checklist has been prepared and is included in this application.

16.07.040 Environmental checklist.

Response: A SEPA checklist has been prepared and submitted with this application. The lead agency for this application is the City of Camas.

Chapter 16.31 Archaeological Resource Preservation

16.31.070 Predetermination report required.

Response: Two Archaeological Predeterminations were performed by Applied Archaeological Research, Inc. (AAR), dated December 5, 2023, and January 4, 2024, which are both included with this application. The December 5 report looked at Parcel 178140-000 and found a single isolated site but does not recommend further excavation at or near the site. A permit from the Washington State Department of Archaeological and Historic Preservation (DAHP) will be required prior to construction in the area of the identified site. The January 4 report looked at parcels 178159-000, 1781169-000, and 178108-000 and did not find any cultural material or identify any structures that meet the requirements for listing in the National Register of Historic Places.

The studies were sent to DAHP and local Tribes for comment. Refer to the Archaeological Predeterminations included with this application for more information.

16.31.160 Notification to tribes.

Response: The Tribes have been notified by AAR and provided with opportunity to comment on the application. The emails sent to the Tribes are included in the application package.

Chapter 16.51 General Provisions for Critical Areas

16.51.090 Applicability.

Response: This application is for a Type III Subdivision and Preliminary Site Plan review. Ecological Land Services, Inc. (ELS) has prepared critical areas reports for the project, which identified Oregon white oaks, snags, and on-site.

ELS identified one wetland, Wetland A, in the northeast corner of the site, which also continues offsite to the north, northwest and southeast. Wetland A is ±40 acres in size, with ±0.18 acres on-site. It is a Category III, forested with three out of five vegetative strata, aquatic bed, and emergent, depressional wetland.

ELS also identified four individual Oregon white oaks and three snags on site. The Oregon white oaks have a diameter at breast height (DBH) ranging from 5 inches to 17 inches. The snags range from 18 inches to 42 inches DBH, with two of the snags being large enough to be identified as critical area habitat.

No other critical areas were identified. The standards of this section apply.

- 16.51.130 Review required.
- A. Review and evaluate the critical area report;
 - B. Determine whether the development proposal conforms to the purposes and performance standards of these provisions;
 - C. Assess potential impacts to the critical area and determine if they are necessary and unavoidable; and
 - D. Determine if any mitigation proposed by the applicant is sufficient to protect the functions and values of the critical area and public health, safety, and welfare concerns consistent with the goals, purposes, objectives, and requirements of these provisions.

Response: Critical Areas Reports and a Wetland Buffer Modification and Oak Mitigation Plan were completed by ELS for the subject site. The reports include details on the protection, impacts, and mitigation of impacts for the on-site critical areas. Refer to the Critical Areas Reports and Wetland Buffer Modification and Oak Mitigation Plan included with this application for more information.

- 16.51.160 Mitigation requirements.
- A. The applicant shall avoid all impacts that degrade the functions and values of a critical area or areas. Unless otherwise provided in these provisions, if alteration to the critical area is necessary, all adverse impacts to or from critical areas and management zones resulting from a development proposal or alteration shall be mitigated in accordance with an approved critical area report and SEPA documents.

Response: The Applicant proposes to remove two Oregon white oaks with the development. Complete avoidance of the Oregon white oaks is not feasible due to City requirements for site access, grading, minimum lot dimensions, required density, and circulation. Mitigation, as identified in the Wetland Buffer Modification and Oak Mitigation Plan for the removal of Oregon white oaks will occur based on Washington Department of Fish and Wildlife (WDFW) recommendations. No impacts to the wetland or wetland buffers are proposed. Buffer modification will be used to avoid buffer impacts. Refer to the Proposed Development Plans, Critical Areas Reports, and Wetland Buffer Modification and Oak Mitigation Plan included with this application for more information.

Chapter 16.53 Wetlands

- 16.53.030 Critical area report—Additional requirements for wetlands.

Response: Critical Areas Reports meeting the requirements of this section were prepared by ELS, dated January 4, 2024, and July 3, 2024. Both reports are included with this application.

- 16.53.040 Standards.

- B. Wetland Buffers.

Buffers. Wetland buffer widths shall be determined by the responsible official in accordance with the standards below:

1. All buffers shall be measured horizontally outward from the delineated wetland boundary or, in the case of a stream with no adjacent wetlands, the ordinary high water mark as surveyed in the field.

2. Buffer widths are established by comparing the wetland rating category and the intensity of land uses proposed on development sites per Tables 16.53.040-1, 16.53.040-2, 16.53.040-3 and 16.53.040-4. For Category IV wetlands, the required water quality buffers, per Table 16.53.040-1, are adequate to protect habitat functions.

Response: According to the Critical Areas Reports, Wetland A has a habitat score of 7, requiring a high intensity land use buffer of 150 feet. No other wetlands exist on site. Refer to the Critical Areas Reports included with this application for more information.

16.53.050 Wetland permits.

A. General.

Response: This application proposes a stormwater facility within a portion of the buffer. Therefore, a wetland permit is required. Refer to the Critical Areas Reports and Wetland Buffer Modification and Oak Mitigation Plan included with this application for more information.

B. Standards—General. Wetland permit applications shall be based upon a mitigation plan and shall satisfy the following general requirements:

1. The proposed activity shall not cause significant degradation of wetland functions;
2. The proposed activity shall comply with all state, local, and federal laws, including those related to sediment control, pollution control, floodplain restrictions, stormwater management, and on-site wastewater disposal.

Response: Stormwater facilities for the development are proposed in the outer edge of the buffer for Wetland A. The application will use buffer averaging, as allowed by CMC 16.53.050(C)(2), to avoid impacts to the wetlands. Refer to the Proposed Development Plans and Wetland Buffer Modification and Oak Mitigation Plan included with this application for more information.

C. Buffer Standards and Authorized Activities. The following additional standards apply for regulated activities in a wetland buffer to ensure no net loss of ecological functions and values:

2. Buffer Averaging. Averaging buffers is allowed in conjunction with any of the other provisions for reductions in buffer width (listed in subsection (C)(1) of this section) provided that minimum buffer widths listed in subsection (C)(1)(c) of this section are adhered to. The community development department shall have the authority to average buffer widths on a case-by-case basis, where a qualified wetlands professional demonstrates, as part of a critical area report, that all of the following criteria are met:
 - a. The total area contained in the buffer after averaging is no less than that contained within the buffer prior to averaging;
 - b. Decreases in width are generally located where wetland functions may be less sensitive to adjacent land uses, and increases are generally located where wetland functions may be more sensitive to adjacent land uses, to achieve no net loss or a net gain in functions;
 - c. The averaged buffer, at its narrowest point, shall not result in a width less than seventy-five percent of the required width, provided that minimum buffer widths shall never be

less than fifty feet for all Category I, Category II, and Category III wetlands, and twenty-five feet for all Category IV wetlands; and

- d. **Effect of Mitigation.** If wetland mitigation occurs such that the rating of the wetland changes, the requirements for the category of the wetland after mitigation shall apply.

Response: The Applicant proposes to reduce the buffer in the area covered by the stormwater facilities by 6,101 square feet and will increase the buffer by the same amount outside the stormwater facilities. The buffer function will not be reduced, and the buffer width will not be reduced below 75 percent of the required buffer width. Refer to the Critical Areas Reports, Wetland Buffer Modification and Oak Mitigation Plan, and Proposed Development Plans included with this application for more information.

- 3. **Stormwater Facilities.** Stormwater facilities are only allowed in buffers of wetlands with low habitat function (less than four points on the habitat section of the rating system form); provided, the facilities shall be built on the outer edge of the buffer and not degrade the existing buffer function, and are designed to blend with the natural landscape. Unless determined otherwise by the responsible official, the following activities shall be considered to degrade a wetland buffer when they are associated with the construction of a stormwater facility:

Response: Wetland A has a habitat rating of 7; therefore, stormwater facilities are not allowed within the wetland buffer. Buffer averaging will be used for the area where the stormwater facilities encroach into the buffer. Refer to the Critical Areas Reports, Wetland Buffer Modification and Oak Mitigation Plan, and Proposed Development Plans included with this application for more information.

- 4. **Road and Utility Crossings.** Crossing buffers with new roads and utilities is allowed provided all the following conditions are met:
 - a. **Buffer functions,** as they pertain to protection of the adjacent wetland and its functions, are replaced; and
 - b. **Impacts to the buffer and wetland are minimized.**

Response: No roads or utilities are proposed to cross the wetland or its buffer; therefore, this standard does not apply.

Chapter 16.59 Geologically Hazardous Areas

Response: A Geotechnical Engineering Report was completed by Columbia West, on October 11, 2023. No evidence of steep slopes or unstable soil conditions were found within the development area. Refer to the Geotechnical Report included with this application for more information.

Chapter 16.61 Fish and Wildlife Habitat Conservation Areas

16.61.010 Designation of fish and wildlife habitat conservation areas.

A. Fish and wildlife habitat conservation areas include:

- 3. **Habitats of local importance** as identified by the city's parks and open space plan as natural open space, or as listed below:
 - a. **Oregon White Oaks.**

- i. Individual Oregon White Oak trees with a twenty-inch diameter at breast height (twenty inches dbh).

Response: The subject site contains four individual Oregon white oaks ranging from 5-inch diameter at breast height (DBH) to 17-inch DBH. Therefore, no Oregon white oaks on-site meet the requirements to be considered a habitat of local importance by the City. Refer to the Critical Areas Reports included with this application for more information.

- ii. Stands of Oregon White Oak trees greater than one acre, when they are found to be valuable to fish and wildlife (i.e., may include trees with cavities, large diameter breast height (twelve inches dbh), are used by priority species, or have a large canopy.

Response: No stands of Oregon white oak are present on-site; therefore, this standard does not apply.

- iii. All Oregon White Oak snags unless determined by an arborist to be a hazard.

Response: No Oregon white oak snags exist on site. Refer to the Critical Areas Reports included with this application for more information.

16.61.020 Critical area report—Requirements for habitat conservation areas.

- A. Prepared by a Qualified Professional. A critical areas report for a habitat conservation area shall be prepared by a qualified professional who is a biologist with experience preparing reports for the relevant type of habitat.

Response: A Critical Areas Reports and Wetland Buffer Modification and Oak Mitigation Plan were completed by ELS. Refer to the Critical Areas Reports and Wetland Buffer Modification and Oak Mitigation Plan included with this application for more information.

- C. Habitat Assessment. A habitat assessment is an investigation of the project area to evaluate the presence or absence of a potential critical fish or wildlife species or habitat. A critical area report for a habitat conservation area shall contain an assessment of habitats, including the following site- and proposal-related information at a minimum:

Response: ELS identified four individual Oregon white oaks and three snags on site. The Oregon white oaks have a diameter at breast height (DBH) ranging from 5 inches to 17 inches. The snags range from 18 inches to 42 inches DBH, with two of the snags being large enough to be identified as critical area habitat. Refer to the Critical Areas Reports included with this application for more information.

16.61.030 Performance standards—General requirements.

- A. Mitigation Standards.

Response: The applicant is proposing the removal of an 11-inch DBH and 17-inch DBH Oregon white oak with the project. ELS has prepared a Wetland Buffer Modification and Oak Mitigation Plan to address mitigation of unavoidable impact to the on-site habitat. Mitigation for the removal will follow WDFW recommendations and include relocation of the existing 5-inch DBH Oregon white oak, along with planting of new Oregon white oak and native shrubs. Refer to the Critical Areas Reports and Wetland Buffer Modification and Oak Mitigation Plan included with this application for more information.

Title 17 – Land Development

Chapter 17.11 Subdivisions

17.11.030 Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.
2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

Response: A pre-application conference was held on November 16, 2023. The meeting notes for the pre-application conference were issued on November 30, 2023.

B. Application. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:

1. Completed general application form as prescribed by the community development director, with the applicable application fees;
2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
3. Complete applications for other required land use approvals applicable to the proposal;
4. A vicinity map showing location of the site;
5. A survey of existing significant trees as required under CMC Section 18.13.045;
6. All existing conditions shall be delineated. Site and development plans shall provide the following information:
 - a. A plat map meeting the standards identified in CMC Section 17.01.050,
 - b. Owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,
 - e. Location of existing and proposed sidewalks, street lighting and street trees,
 - f. Location, footprint and setbacks of all existing structures on the site,
 - g. Lot area and dimensions for each lot,

-
- h. Location of proposed new property lines and numbering of each lot,
 - i. Location of the proposed building envelopes and sewer tanks,
 - j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,
 - l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,
 - m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,
 - n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,
 - o. Location of all existing fire hydrants within five hundred feet of the proposal; and
 - p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.
- 7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,
 - c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
 - 8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);
 - 9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
 - 10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;
 - 11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;
 - 12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and
 - 13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal

Code. It should also address any proposed building conditions or restrictions.

14. An engineering estimate of costs for site improvements, both public and private.

Response: This application is for a Type III Subdivision and Preliminary Site Plan approval. The application package contains an owner authorization form in lieu of the completed general application form, completed SEPA checklist, a vicinity map on the cover sheet of the Proposed Development Plans, a survey of existing significant trees included in the Proposed Development Plans, and an existing conditions and site development plan are included in the Proposed Development Plans.

C. Review Procedures.

Response: This application is to divide four parcels into 88 attached single-family residential lots, 118 detached single-family residential lots, 88 multifamily apartment units, and one commercial lot with a 10,000-square-foot mixed use building and associated parking.

- D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an 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;

Response: The proposed development meets all applicable goals of the Camas Comprehensive Plan by providing a variety of housing types, space for commercial uses, protection of critical areas, circulation for vehicles and pedestrians, providing future connections to the surrounding parcels, and providing development of vacant and underutilized parcels. The application will also provide trails that will be extended to the site boundaries to allow for extension in the future, providing connection to the larger parks and open space network in the City. The development will protect existing trees on-site to the greatest extent practicable and provide planting of new trees. The development proposes street curvature with reverse curves, curb extensions, and median curb for traffic management for roads anticipated to receive more than 700 average daily trips (ADT).

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;

Response: The proposed development will provide water, stormwater, and sanitary sewer facilities. Stormwater runoff will be collected on site, conveyed to mechanical treatment vaults, and detained on-site prior to being discharged at approved rates and locations. Water will be looped throughout the site, connecting to the existing water main in SR 500 generally at the intersections with SE 8th Street and NE Everett Drive. A sanitary sewer pump station will be constructed to serve the development with sewer mains extended through the site to convey waste to the pump station. Water and sewer connections will be provided for the residential lots, multifamily buildings, and mixed-use building. A detailed and site-specific erosion control plan will be provided with final construction plans.

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;

Response: The Applicant proposes roads meeting or exceeding the standards of the City of Camas six-year street plans, North Shore Design Standards Manual and the Camas Design Standards Manual. Planting strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for utilities, as shown in the plans included with this application. Refer to the Proposed Development Plans included with this application for more information.

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

Response: The proposed development will dedicate right-of-way for 11 new public streets within the subject site, and three private roads will be placed in tracts to allow for private lot access. A 6-foot private utility easement (PUE) will be provided along the frontage of each proposed lot with the final plat. Refer to the Proposed Development Plans included with this application for more information.

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

Response: As shown on the plans submitted with this application, all lots are oriented fronting a public street or private street tract and are shaped appropriately to allow for home construction. Refer to the Proposed Development Plans included with this application for more information.

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

Response: As shown on the plans and documents submitted with this application, the development complies with all requirements of the CMC and other relevant regulations. Refer to the submitted application materials included with this narrative for more information.

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

Response: The Applicant's Transportation Engineering Consultant, Kittelson & Associates, prepared a Transportation Impact Study (TIS). The TIS used an assumed subdivision with up to 120 detached single-family lots, 176 townhome and apartment units, and a 10,000-square-foot commercial building. The TIS states the proposed development will generate 2,756 average daily trips (ADT) with 184 a.m. peak hour trips and 265 p.m. peak hour trips. The TIS also identified 185 ADT with 10 a.m. peak hour and 27 p.m. peak hour pass-by trips for the commercial use.

The site contains two existing single-family residences. These existing residences generate 19 ADT with one a.m. peak hour trip and two p.m. peak hour trips. Therefore, the proposed development will generate a net of 2,737 new ADT with 183 new a.m. peak hour trips and 263 new p.m. peak hour trips.

The TIS provides recommendations for transportation improvements for the proposed projects. The trigger for the improvements is also identified in the TIS. Refer to the TIS included with this application for more information.

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

Response: The tracts included in the subdivision will be owned and maintained by the homeowners' association (HOA). Ownership and maintenance responsibility will be identified on the final plat.

9. Appropriate provisions, in accordance with RCW 58.17.110, are made for:
 - a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and
 - b. The public use and interest will be served by the platting of such subdivision and dedication;

Response: As stated previously, the proposed development meets all applicable goals of the Camas Comprehensive Plan. The site is within ± 1.5 miles from multiple parks and a public boat launch for Lacamas Lake located to the south and southeast and the project will provide open space tracts and a trail within the site. The development will protect existing trees on-site to the greatest extent practicable, provide planting of new trees, protect critical areas, and mitigation for necessary impacts. The development will construct a street network to provide for vehicle and pedestrian circulation and provide safe walking routes to the schools south of the site. Refer to the Proposed Development Plans included with this application for more information.

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.

Response: All plans and documents submitted with this application meet the requirements of this section.

17.11.040 Phasing.

The subdivider may develop and record the subdivision in phases. Any phasing proposal shall be submitted for review at preliminary plat. In addition to meeting criteria in CMC Chapter 18.23, approval of the phasing plan shall be based upon making the following findings:

- A. The phasing plan includes all land contained within the approved preliminary plat, including areas where off-site improvements are being made.
- B. The sequence and timing of development is identified on a map.
- C. Each phase shall consist of a contiguous group of lots that meets all pertinent development standards on its own. The phase cannot rely on future phases for meeting any city codes with the exception of storm drainage facilities.

Storm drainage must be adequate for each phase, and the stormwater plan must adequately meet the needs of the entire development. Storm drainage facility must be included in the first phase.

- D. Each phase provides adequate circulation and utilities. Public works has determined that all street and other public improvements, including but not limited to erosion control improvements, are assured. Deferment of some improvements may be allowed pursuant to CMC Chapter 17.21.
- E. Specific improvements necessary for the entire development may be required to be completed with the first phase, regardless of phase design or completion schedule of future phases, e.g., storm pond must be completed regardless of area where storm pond is located.

Response: The proposed development is anticipated to be constructed in up to nine phases. The phases have been numbered in the Proposed Development Plans for reference and not for intended construction sequencing. Depending on market conditions and potential timing of required off-site improvements, it may be necessary for the Applicant to combine phases, or construct phases out of the sequence shown on the plans. Each phase will be designed and constructed to stand alone with all necessary services and connections.

Chapter 17.19 Design and Improvement Standards

17.19.020 Improvements, supervision, inspections and permits required.

A. Required Improvements.

1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install centralized mail delivery boxes as determined by the U.S. Postal Service, together with all appurtenances in accordance with specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.
2. Other improvements installed at the option of the developer shall conform to city requirements.
3. Existing wells, septic tanks and septic drain fields shall be abandoned, in accordance with state and county guidelines regardless of lots or properties served by such utility unless otherwise approved by public works director.

Response: Parcels 178159-000 and 178169-000 are currently used as single-family residential. A septic system and water well are present on-site and will be abandoned in accordance with state and City guidelines. The developer will construct paved streets with curbs, gutters, and sidewalks. All required utilities will be provided, including sanitary sewer, water, and other private utilities. Refer to the Proposed Development Plans included with this application for more information.

17.19.030 Tract, block and lot standards.

A. Environmental Considerations.

Response: The critical areas on-site are proposed to be platted and protected in a large open space tract. As many of the existing trees as practicable will be protected in open space tract within the development area. All vegetation outside of the development area will be protected. After the initial tree removal during site grading, trees that are to remain will be reevaluated to determine if additional hazard trees need to be removed. There will also be street trees and parking lot trees installed to help replace some of the tree canopy that will be removed. The Applicant proposes to create ±128,439 square feet of open space for the protection of critical areas and natural vegetation, making density transfer applicable. Refer to the Proposed Development Plans included with this application for more information.

B. Blocks. Blocks shall be wide enough to allow two tiers of lots, except where abutting a major street or prevented by topographical conditions or size of the property, in which case the approval authority may approve a single tier.

Response: The proposed development includes two-tiered blocks where feasible. The portions of the project abutting the site boundary, critical areas, collector street, or BPA easement are single tier blocks due to restrictions of the abutting element. Refer to the Proposed Development Plans included with this application for more information.

C. Compatibility with Existing Land Use and Plans.

Response: The proposed development is surrounded by residential uses to the north, east, and west and Camas High School to the south. The proposed single-family residential uses are compatible with the surrounding uses. The proposed streets and private roads meet or exceed the requirements of existing adopted plans and other adopted City regulations.

D. Lots. The lot size, width, shape and orientation shall conform to zoning provisions and the following:

1. Each lot must have frontage and access onto a public street, except as may otherwise be provided (e.g., approved private roads, access tracts);

Response: All lots, except Lots 41 through 42, 55 through 58, and 179 through 182, have frontage and access onto a public street. Lots 41 through 42, 55 through 58, and 179 through 182 have frontage and on proposed private road tracts. The proposed commercial lot (Lot 208) has frontage on NE Everett Drive and N Rekdahl Avenue and will gain access from N Rekdahl Avenue. The proposed multifamily lot (Lot 207) has frontage on N Rekdahl Avenue and will gain access from N Rekdahl Avenue.

2. Side Lot Lines. The side lines of lots should generally run at right angles to the street upon which the lots face as far as practical, or on curved streets they shall be radial to the curve;

Response: Side lot lines are perpendicular to the street or radial to the curve on which the lot fronts. Refer to the Proposed Development Plans included with this application for more information.

3. **Building Envelopes.** No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:
 - a. For single-family residential zones, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,
 - b. For multi-family zones, a suitable size and configuration generally includes a building envelope of twenty feet by forty feet.
 - c. Other factors in considering the suitability of the size and configuration of any residential lot include the presence of, or proximity to critical areas, adjoining uses or zones, egress and ingress, and necessary cuts and fills;

Response: Building envelopes, in the form of setbacks, are shown on the Proposed Development Plans. The proposed lots are design with setbacks that allow for homes ranging from 20 feet wide to 50 feet wide. All lots will also allow for homes a minimum of 40 feet deep. Refer to the Proposed Development Plans included with this application for more information.

5. **Flag lots, access tracts, and private roads** may be permitted only when the community development director or designee finds the applicant meets the criteria listed hereinafter:

Response: The proposed development does not include flag lots; therefore, this standard does not apply.

6. **Double Frontage Lots.** Residential lots which have street frontage along two opposite lot lines shall be avoided, except for double frontage lots adjacent to an arterial or collector, which must comply with the following design standards:

Response: Lots 159 through 168 are proposed with frontage on N 49th Avenue and the rear backing up to SE 8th Street, which is classified as a Collector Street. A 10-foot landscape tract has been provided between the rear of the lots and the SE 8th Street right-of-way, and a 6-foot-tall wood fence will be constructed along the rear lot line. There is no way around avoiding this, the Applicant is has looked at other designs.

7. **Corner Lots.** Corner lots may be required to be platted with additional width to allow for the additional side yard requirements;

Response: This application proposes corner lots that have sufficient width and depth to allow for adequate vision clearance at the corners. Refer to the Proposed Development Plans included with this application for more information.

8. **Restricted Corner Lots.** Corner lots restricted from access on side yard flanking street shall be treated as interior lots and conform to front, side and rear yard interior setbacks of CMC Chapter 18.09; and

Response: No restricted corner lots are proposed with this application; therefore, this standard does not apply.

E. Tracts and Trails.

1. If land division is located in the area of an officially designated trail, in accordance with the current version of the parks, recreation and open space comprehensive plan, provisions shall be made for reservation of the right-of-way or for easements to the city for trail purposes including the construction of the trail. Trail standards for each trail type shall be as specified in appendix B of the parks, recreation and open space comprehensive plan or as amended.

Response: A trail is proposed through the BPA easement on site. An easement will be provided over the trail to the City. Refer to the Proposed Development Plans included with this application for more information.

F. Landscaping.

Response: One street tree has been proposed for each single-family lot. Due to driveways, streetlights, and utilities, trees are not able to be placed at 30-feet on center throughout the development. The Applicant will retain as many existing trees as feasible. Street trees will be installed within the designated timeframe. Landscaping will conform to the Camas Design Standards Manual and will not obstruct any vision clearance areas. Refer to the Proposed Development Plans included with this application for more information.

- G. Non-City Utility Easements. Easements for electric lines or other public utilities may be required. Easements for utilities shall be a minimum of six feet in width and centered on front or side lot lines.

Response: A 6-foot-wide PUE along the front and street side property lines will be provided on the final plat.

- J. Lighting. Street lighting shall conform to the Clark public utility standards and approved by the city. The developer shall bear the cost of the design and installation of the lighting system.

Response: The proposed development will provide street lighting and parking lot lighting in conformance with City of Camas and Clark Public Utility standards. Street lighting is shown on the Proposed Development Plans. Lighting for the parking lot associated with the multifamily and commercial buildings will be provided with the final site plan submittal. Refer to the Proposed Development Plans included with this application for more information.

17.19.040 Infrastructure standards.

- A. Private Street. Private street(s) may be authorized when all of the following occur:

1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;

Response: The Applicant proposes three private street tracts accessing from N Rekdahl Avenue and N Webberley Street. Circulation to the property to the north of N Rekdahl Avenue will be provided with 'A' Street. Circulation is not proposed north of N Webberley Street due to critical areas, existing grades, and the BPA easement. Existing and future circulation to the parcels north and west of N Webberley Street is provided by SE 8th Street and SE 5th

Street. Therefore, the proposed private streets will not affect future circulation. Refer to the Proposed Development Plans included with this application for more information.

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

Response: The proposed private street tracts will be owned and maintained by the HOA.

3. The proposed private streets can accommodate potential full (future) development on the lots or area being developed;

Response: The proposed private streets (Tracts E, H, and U) provide access to lots. Tract E provides access to two lots, Tract H provides access to four lots, and Tract U provides access to four lots. Refer to the Proposed Development Plans included with this application for more information.

4. Connect to no more than one public street, unless it is an alley;

Response: Tracts E and H will only connect to N Rekdahl Avenue, and Tract U will only connect to N Webberley Street. Refer to the Proposed Development Plans included with this application for more information.

5. Conform to the Camas Design Standard Manual;

Response: The private streets will serve a maximum of four lots each. Private streets serving four or less lots are required to be built to the Private Street A standards with a minimum 12-foot paved surface in a 20-foot tract with no parking on both sides. The private streets (Tract E, Tract H and Tract U) are proposed with a 20-foot paved surface within a 20-foot tract, meeting or exceeding the requirements of the Private Street A. Refer to the Proposed Development Plans included with this application for more information.

6. Alleys shall be privately owned and maintained;

Response: Alley are not proposed with this development. This standard does not apply.

7. Access requirements for recycle service, garbage service, and emergency vehicles are provided;

Response: Garbage and recycling for the proposed lots accessing from the private street tracts will be placed at the public right-of-way frontage.

Emergency vehicle access is proposed from public rights-of-way to Tracts E, H, and U. The proposed private streets in Tracts E and H will be 177 feet long, which would typically require a turnaround. However, per email corresponded between City staff and the Fire Marshal, the applicant can provide additional fire sprinklers in the homes accessing those private streets and a wider pavement section in lieu of the turnaround. The applicant will provide additional fire sprinklers and has proposed a 20-foot paved surface, which is wider than the standard required. Refer to the Proposed Development Plans included with this application for more information.

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.

Response: A covenant will be recorded and noted on the final plat recording providing provisions for parking enforcement and will be recorded within a private covenant.

B. Streets.

1. Half Width Improvement. Half width improvements, when determined appropriate by the City Engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, environmental permits, provisions for mitigation improvements and mitigation areas as necessary, bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per the Camas Design Standard Manual.

Response: The Applicant proposes to construct half-width frontage improvements to NE Everett Drive (public), which include a 7-foot right-of-way dedication for a 27-foot right-of-way half width, a 19.5-foot paved half-width, and 6-foot attached sidewalk. The Applicant proposes to construct half-width improvements for 'D' Street (public), which is classified as a North Shore Local Street within the North Shore Subarea Plan. 'D' Street includes a 39-foot right-of-way, 24-foot paved width, 7-foot planter strip, and 6-foot sidewalk. Refer to the Proposed Development Plans included with this application for more information.

2. Streets abutting the perimeter of a development shall be provided in accordance with CMC 17.19.040(B)(1) above, and the Design Standard Manual. Additional paving may be required to ensure safe and efficient roads to exist to serve the land development and provide bike lanes.

Response: The Applicant proposes to construct half-width improvements for 'D' Street (public), which is classified as a North Shore Local Street within the North Shore Subarea Plan. 'D' Street includes a 39-foot right-of-way, 24-foot paved width, 7-foot planter strip, and 6-foot sidewalk. Refer to the Proposed Development Plans included with this application for more information.

3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:
 - a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;
 - b. The immediate improvement of the street would result in a short, isolated segment of improved street;
 - c. The frontage is part of an impending or imminent city street improvement project;
 - d. Street improvements in the vicinity are unlikely to occur within six years.

Response: A delay of frontage improvements is not requested; therefore, this standard does not apply.

4. In the event the frontage improvement is delayed, the owner must provide an approved form or financial surety in lieu of said improvements.

Response: A delay of frontage improvements is not requested; therefore, this standard does not apply.

6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the public works department and authorized by city council in approval of the plat.
 - a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.

Response: The development is proposing to stub "A" Street to Parcel 178105-000 to the north, extend right-of-way for N Webberley Street to Parcel 178174-000 to the south, and construction a half-width street along the east site boundary. No street stubs are proposed to Parcel 178233-000 to the north due to critical areas and existing grades. Refer to the Proposed Development Plans included with this application for more information.

8. Right-of-way, tract and pavement widths for streets shall be based on Table 17.19.040-1 and Table 17.19.040-2.

Response: The subject site is within the North Shore Subarea and all proposed streets within the development are proposed to meet the North Shore Subarea standards. The applicant is proposing to construct 10 public streets with the development (N Rekdahl Avenue, "A" Street, N Webberley Street, "B" Street, "C" Street, "D" Street, N 49th Avenue, "E" Street, N 51st Drive, and SE 8th Street). All public roads, except SE 8th Street, will be constructed as Local Streets. SE 8th Street will be constructed as a Collector Street. The Local Streets, except "D" Street, will be constructed with a 54-foot right-of-way, a 28-foot paved width (including two 10-foot travel lane and 8-foot parking lane), 7-foot planter strips, and 6-foot detached sidewalks. "D" Street will be constructed as a half-width road along the east site boundary with a 37-foot right-of-way, 24-foot paved surface (including two 12-foot travel lanes), a 7-foot planter strip, and a 6-foot detached sidewalk. The Collector Street will be constructed with a 60-foot right-of-way, a 36-foot paved surface (including two 10-foot travel lanes, a 2-foot median curb, 5-foot bike lanes with 2-foot buffer strips), 6-foot planter strips, and 6-foot sidewalks.

The Applicant also proposes to construct half-width improvements to the existing NE Everett Drive (public), which includes a 7-foot right-of-way dedication for a 27-foot half-width right-of-way, a 20-foot paved half-width for a 24-foot proposed paved width, and 6-foot attached sidewalk.

The Applicant is proposing a deviation to the street standard for N Rekdahl Avenue and NE Everett Drive. The deviation request for N Rekdahl Avenue is to not construct the sidewalk on the south side, between Tract A and Tract C. This deviation will allow for the

road to be shifted as far south as possible to provide additional space for the multifamily buildings and required parking. The deviation request for NE Everett Drive is to attach the sidewalk along NE Everett Drive due to site grades and to provide adequate half-street pavement width.

Refer to the Proposed Development Plans and the Road Deviation included with this application for more information.

9. **Intersections.** Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed fifteen degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve feet.

Response: All proposed intersections are at right angles. Offset intersections are not proposed and no intersections with arterials are proposed with this development. Refer to the Proposed Development Plans included with this application for more information.

10. **Street Layout.** Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.
 - a. **Circulation Plan.** Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:
 - i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the director;
 - ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
 - iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);
 - iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
 - v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: A circulation plan meeting these standards is provided in the Proposed Development Plans included with this application. The proposed street network provides internal circulation with connections to existing infrastructure along with street stubs and half-width streets for future expansion of the circulation network. The development will also provide pedestrian paths outside of the proposed street network for additional circulation. Refer to the Proposed Development Plans included with this application for more information.

b. Cross-circulation shall be provided that meets the following:

- i. Block lengths shall not exceed the maximum access spacing standards for the roadway class per the city's design standards manual. If block lengths greater than six hundred feet are approved pursuant to CMC Section 17.19.040.B.10.b.iii., a midway pedestrian connection shall be provided.

Response: The block length between N Webberley Street and 'D' Street on the north side of SE 8th Street is greater than 600 feet due to the existing BPA easement. The Applicant is proposing a pedestrian path in between these two intersections that will connect SE 8th Street and N 51st Drive. Refer to the Proposed Development Plans included with the application for more information.

- ii. Culs-de-sac and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard.

Response: No cul-de-sacs or permanent dead ends over three hundred feet are proposed; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

- iii. When culs-de-sac or dead-end streets are permitted that are over three-hundred feet, a direct pedestrian and bicycle connection shall be provided to the nearest available street or pedestrian oriented use. Pedestrian connections need to meet Design Standards Manual for ADA accessibility in accordance with PROWAG and ADAAG.

Response: No cul-de-sacs or permanent dead ends over three hundred feet are proposed; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

- d. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.

Response: No rights-of-way are proposed within the critical areas; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

- e. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off-street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.

Response: The proposed development's average residential lot size is less than 7,400 square feet; therefore, additional off-street parking is required. The proposed application includes 206 residential lots; therefore, 41 off-street parking spaces are required. The Applicant is proposing common parking areas in Tracts C, D, J, L, Q, and T, with a total of 42 parking

stalls. These parking areas are distributed throughout the development. Refer to the Proposed Development Plans included with this application for more information.

12. **Street Design.** When interior to a development, publicly owned streets shall be designed and installed to full width improvement as a means of insuring the public health, safety, and general welfare in accordance with the city comprehensive plans. Full width improvements shall include utility easements, sidewalks, bike lanes as necessary, and control of stormwater runoff, street lighting, and signage, as provided below.

Response: The subject site is within the North Shore Subarea and all proposed streets within the development are proposed to meet the North Shore Subarea standards. The applicant is proposing to construct 10 public streets with the development (N Rekdahl Avenue, "A" Street, N Webberley Street, "B" Street, "C" Street, "D" Street, N 49th Avenue, "E" Street, N 51st Drive, and SE 8th Street). All public roads, except SE 8th Street, will be constructed as Local Streets. SE 8th Street will be constructed as a Collector Street. The Local Streets, except "D" Street, will be constructed with a 54-foot right-of-way, a 28-foot paved width (including two 10-foot travel lane and 8-foot parking lane), 7-foot planter strips, and 6-foot detached sidewalks. "D" Street will be constructed as a half-width road along the east site boundary with a 37-foot right-of-way, 24-foot paved surface (including two 12-foot travel lanes), a 7-foot planter strip, and a 6-foot detached sidewalk. The Collector Street will be constructed with a 60-foot right-of-way, a 36-foot paved surface (including two 10-foot travel lanes, a 2-foot median curb, 5-foot bike lanes with 2-foot buffer strips), 6-foot planter strips, and 6-foot sidewalks.

The Applicant also proposes to construct half-width improvements to the existing NE Everett Drive (public), which includes a 7-foot right-of-way dedication for a 27-foot half-width right-of-way, a 20-foot paved half-width for a 24-foot proposed paved width, and 6-foot attached sidewalk.

The Applicant is proposing a deviation to the street standard for N Rekdahl Avenue and NE Everett Drive. The deviation request for N Rekdahl Avenue is to not construct the sidewalk on the south side, between Tract A and Tract C. This deviation will allow for the road to be shifted as far south as possible to provide additional space for the multifamily buildings and required parking. The deviation request for NE Everett Drive is to attach the sidewalk along NE Everett Drive due to site grades and to provide adequate half-street pavement width.

Refer to the Proposed Development Plans and the Road Deviation included with this application for more information.

13. **Sidewalks** shall be constructed as specified in Camas Design Standard Manual. See Table 17.19.040-1 and Table 17.19.040-2 for dimensions.

Response: The Applicant is proposing sidewalks meeting the standards of Table 17.19.040-1 and 17.09.040-2 and the North Shore Subarea Design standards, except for a small section of N Rekdahl Avenue. A deviation to the street standard for N Rekdahl Avenue is requested to not construct the sidewalk on the south side, from the west side of Tract B to the west

side of Tract C. The deviation will reduce the grading that would be required to construct the standard section and allow the road to be located as far south as possible so parking requirements can be met for the multifamily and commercial buildings. Refer to the Road Deviation Request and Proposed Development Plans included with this application for more information.

C. Utilities.

1. Generally. All utilities designed to serve the development shall be placed underground and, if located within a critical area, shall be designed to meet the standards of the critical areas ordinance.
 - a. Those utilities to be located beneath paved surfaces shall be installed, including all service connections, as approved by the public works department; such installation shall be completed and approved prior to application of any surface materials.
 - b. Easements may be required for the maintenance and operation of utilities as specified by the public works department.
2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.
 - a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.
 - b. Duplex, tri-plex, and townhome units shall each have a dedicated sewer lateral, unless otherwise approved by the public works director or designee.
 - c. Multifamily units shall have one sewer lateral per building.
 - d. Commercial or industrial units shall have privately owned and maintained sewer systems acceptable to the city.

Response: All lots will be served with public sanitary sewer by the City of Camas. A gravity main will be extended throughout the site, south of the BPA easement, from the proposed pump station within Tract B. All lots south of the BPA easement will be served by a lateral connected to the gravity main. A sanitary sewer force main will be run north of the BPA easement that will connect to the proposed gravity line. All lots north of the BPA easement will be served by a grinder pump and lateral connected to the proposed sewer force main. All sewer flows will be conveyed to the pump station, where it will be pumped to the existing sanitary sewer force main in SR 500, southeast of the site. Refer to the Proposed Development Plans included with this application for more information.

3. **Storm Drainage.** The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated by the west half of the development will be collected on-site and conveyed to stormwater vaults for treatment and then to underground detention facility prior to being discharged to an existing ditch in NE Everett Drive. Stormwater runoff generated by the east half of the development will be collected on-site and conveyed to stormwater vaults for treatment then to a detention pond prior to being discharged to the Wetland in Tract B.

All stormwaters will be discharged at rates allowed by City of Camas. The stormwater system is designed per the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Proposed Development Plans included with this application for more information.

4. Water System.

Response: All lots will be served with public water by the City of Camas. Water will be looped throughout the site, connecting to the existing water main in SR 500 generally at the intersections with SE 8th Street and NE Everett Drive. Refer to the Proposed Development Plans included with this application for more information.

Chapter 17.21 Procedures for Public Improvements

17.21.030 Land disturbing activities—Erosion prevention/ sediment control.

Any person, company, corporation, group, entity or jurisdiction proposing to commence any land-disturbing activity, shall be required to meet the following standards:

- A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.
- B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.
- C. Construct any storm drainage facilities required to detain and dispose of stormwater generated by the project, prior to commencement of 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.
- D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

Response: A preliminary erosion control plan is included in the Proposed Development Plans. A detailed and site-specific erosion control plan will be provided with final construction plans for sediment and pollution control. Refer to the Proposed Development Plans included with this application for more information.

Title 18 – Zoning

Chapter 18.09 Density and Dimensions

Response: The subject site consists of three different zoning districts that allow for the construction of residential units, MX-NS, LD-NS, and HD-NS. The density of the development has been determined by calculating the required minimum and allowed maximum density for each zoning district and adding them together. The total required minimum density for the site is 250 units and the total allowed maximum density for the site is 450 units. The proposed development will provide 294 total units, including apartments, attached single-family lots, and detached single-family lots. The densities and requirements for the individual zoning districts are discussed below.

18.09.030 Density and dimensions—Commercial and industrial zones.

Table 1 – Density and Dimensions for Commercial and Industrial Zones	
MX-NS	
Bulk Regulations	
Maximum Density (dwelling units/net acre)	24 ⁸
Minimum lot area (square feet)	1,800
Minimum lot width (feet)	None
Minimum lot depth (feet)	None
Setbacks: Commercial and industrial development setbacks shall be as follows, unless along a flanking street of a corner lot. If along flanking street, then the setback must be treated like a front, and provide safe sight distance.	
Minimum front yard (feet)	Note 3, Note 7
Minimum side yard (feet)	10'
Minimum rear yard (feet)	10'
Lot coverage (percentage)	65%
Minimum Usable Open Space ⁵	100 sf/du
Maximum building height (feet)	100 ⁶

Note: Example notes text.

3. Maximum setback at front building line is ten feet.

5. Areas that provide opportunities for active and passive uses and encourage community interaction. These spaces are accessible to the general public or to residents, employees, or customers and can include, but are not limited to plazas, courtyards, sports courts, and viewpoints (see 18.03.040 "Definitions for development terms").

6. Building heights shall "step-down" and provide compatible scale and privacy between developments. See the North Shore Design Manual.

7. If buildings are rear loaded from an alley, the rear yard setback shall be twenty feet.

8. Does not apply to cottage-style development.

Response: The portion of the site in the MX-NS zoning district is required to meet the dimensional and setback standards of this zoning district. The portion of the site in the MX-NS zoning district has a gross area of 1.49 acres with no open space or critical areas. The minimum density required is 10 units per acre, requiring 15 units and the maximum density allowed is 24 units per acre, allowing up to 36 units. In the MX-NS zoning district, the Applicant is proposing a mixed-use building with 10,000 square feet of commercial use on the first floor and 16 residential units above, with associated parking. The mixed-use lot is proposed to meet all dimensional standards and is sized to allow for construction. Refer to the Proposed Development Plans included with this application for more information.

18.09.040 Density and dimensions—Single-family residential zones.

Table 1 – Density and Dimensions for Single-family Residential Zones	
	LD-NS
A. Standard New Lots	
Maximum density (dwelling units/net acre)	5.8 ⁷
Minimum density (dwelling units/net acres)	4
B. Density Transfer Lots¹	
Maximum density (dwelling units/net acre)	5.8
Minimum lot size (square feet)	5,250
Maximum lot size (square feet) ³	9,000
Minimum lot width (feet) ¹	40
Minimum lot depth (feet) ¹	80
Maximum building lot coverage	60%
Maximum building height (feet) ²	35

Notes:

- For additional density and dimension provisions, see CMC Sections 18.09.060 through 18.09.180.
- Maximum building height: three stories and a basement, not to exceed height listed.
- For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
- Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.
- The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
- Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to fifty-five for single-story development and/or lots below five thousand square feet.
- Does not apply to cottage-style development.
- Minimum lot size for cottage-style development shall be two thousand four hundred square feet and rowhouse developments shall be one thousand eight hundred square feet.
- Minimum lot width for cottage-style development shall be thirty feet and rowhouse developments shall be twenty feet.
- Minimum lot depth for cottage-style and rowhouse development shall be fifty feet.
- Maximum building height for cottage-style development shall be twenty-five feet.

Table 2 – Building Setbacks for Single-Family Residential Zones	
Lot Area	LD-NS
Minimum front yard (feet)	10-25 ³
Minimum side yard (feet)	5
Minimum side yard flanking a street and corner lot rear yard (feet)	10
Minimum rear yard (feet)	10-20 ⁴
Minimum lot frontage on a cul-de-sac or curve (feet)	25

Notes:

- Setbacks may be reduced to be consistent with the lot sizes of the development in which it is located. Notwithstanding the setbacks requirements of this chapter, setbacks and/or building envelopes clearly established on an approved plat or development shall be applicable. In the LD-NS zone, cottage-style development setbacks are identified in the North Shore Design Manual.
- Garage setback is five feet behind the front of the dwelling.
- LD-NS subarea developments are encouraged to vary the front yard building setbacks to provide visual interest along a residential block. Garage faces shall maintain a minimum setback of twenty feet. Lots with alley-access garages may have a minimum front yard building setback of ten feet.
- LD-NS subarea developments with street-access garages may have a minimum rear yard setback of ten feet. LD-NS developments with alley-access garages must maintain a twenty foot rear-yard building setback from the alley.

Response: The portion of the site in the LD-NS zoning district is required to meet the dimensional and setback standards of this zoning district. The Applicant is proposing the protection of critical areas on site; therefore, density transfer standards are applied. The portion of the site in the LD-NS zoning district has a gross area of 9.63 acres, with 2.42 acres proposed as open space, for a net area of 7.21 acres. The minimum density for this portion of the site is four units per acre, requiring 29 units, and the maximum density allowed is 5.8 units per acre, allowing up to 42 units. The Applicant is proposing 38 detached residential lots. The proposed minimum lot area is $\pm 5,250$ square feet with a minimum lot width of 40 feet and minimum depth of 100 feet. The lots are proposed to meet all dimensional standards and are sized to allow for construction and meet all setback requirements. Refer to the Proposed Development Plans included with this application for more information.

18.09.050 Density and dimensions—Multifamily residential zones.

Table 1 – Density and Dimensions for Multifamily Residential Zones	
	HD-NS
Density	
Maximum density (dwelling units per net acre)	18 ⁶
Minimum density (dwelling units per net acre)	10
Standard Lots	
Minimum lot area (square feet)	1,800
Minimum lot width (feet)	20
Minimum lot depth (feet)	60
Maximum gross floor area (GFA) per dwelling unit (square feet)	No Max
Setbacks	
Minimum front yard/at garage front (feet)	10/20
Minimum side yard (feet)	3 ¹
Minimum side yard, flanking a street (feet)	15 ⁸
Minimum rear yard	10
Lot coverage	
Maximum building lot coverage	65%
Building height	
Maximum building height (feet)	50 ^{5, 9, 10}

Table Notes:

1. The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.
5. Maximum four stories but not to exceed height listed.
6. Does not apply to cottage-style development.
8. Minimum side yard flanking street shall be 10 feet for cottage-style and rowhouse developments.
9. Building heights shall "step-down" and provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS zone within 20 feet (measured horizontally) of an existing single detached residential building 30 feet or less in height. The building-height-transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure.
10. Maximum building height for cottage-style development shall be 25 feet.

Response: The portion of the site in the HD-NS zoning district is required to meet the dimensional and setback standards of this zoning district. The portion of the site in the HD-NS zoning district has a gross area of 23.04 acres, with 2.54 acres proposed as open space, for a net area of 20.50 acres. The minimum density for this portion of the site is 10 units per acre, requiring 205 units, and the maximum density allowed is 18 units per acre, allowing up to 369 units. The Applicant is proposing 240 detached and attached residential lots. For the attached lots, the proposed minimum lot area is 2,000 square feet with a minimum lot width of 20 feet and minimum depth of 100 feet. For the detached lots, the proposed minimum lot area is 2,880 square feet with a minimum lot width of 32 feet and a minimum lot depth of 90 feet. The lots are proposed to meet all dimensional standards and are sized to allow for construction and meet all setback requirements. The proposed attached lots will have a 0-foot side setback where the units are attached. All garages that are facing public right-of-way will be set back a minimum of 20 feet to allow for vehicle parking on each proposed lot. Refer to the Proposed Development Plans included with this application for more information.

18.09.060 Density transfers.

- C. Where a land division proposes to set aside a tract for the protection of a critical area, natural open space network, or network connector (identified in the city of Camas parks plan), or approved as a recreational area, lots proposed within the development may utilize the density transfer standards under CMC Section 18.09.040.B Table-1.

Response: This application proposes the use of density transfer within the LD-NS zoning district due to the presence and protection of critical areas on-site. The Applicant proposes one open space tract totaling ±53,471 square feet in size, to protect the on-site wetland. Therefore, density transfer standards under CMC Section 18.09.040.B Table-1 will be used. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.11 Parking

18.11.020 Design.

The design of off-street parking shall be as follows:

- A. **Ingress and Egress.** The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city.

Response: The proposed parking lot for the commercial and multifamily buildings has three points of ingress and egress along the north side of N Rekdahl Avenue. The driveways are shown in the Proposed Development Plans for review and approval by the City. Refer to the Proposed Development Plans included with this application for more information.

- B. **Backout Prohibited.** In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.

Response: The proposed parking lot that serves the mixed-use building and multifamily buildings has been designed so that vehicles will not be required to back into the street or any public right-of-way. Refer to the Proposed Development Plans included with this application for more information.

- C. **Parking Spaces—Access and Dimensions.** Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.
1. Off-street parking space dimensions shall be as follows or as otherwise approved by the director:
 - a. Standard spaces shall be a minimum of nine feet in width;
 - b. Standard spaces shall be a minimum of eighteen feet in length.
 2. Aisle width dimensions shall be as follows or as otherwise approved by the director:
 - a. One-way aisle width shall be fifteen feet;
 - b. Two-way aisle width shall be twenty-four feet.

Response: The application proposes 198 total parking stalls for the commercial and multifamily buildings. Standard nine-foot-wide and 18-foot-deep stalls account for 152 stalls, parallel nine-foot-wide and 22-foot-long stalls account for 15 spaces, and small car eight-foot-wide and 18-foot-deep account stalls for 31 spaces. All aisles are proposed to be two-way and 24 feet wide. Refer to the Proposed Development Plans included with this application for more information.

- D. **Small Car Parking Spaces.** A maximum of thirty percent of the total required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "compacts only." Spaces designed for small cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

Response: The Applicant is proposing 198 parking spaces that will serve the mixed-use building, allowing for 59 small car spaces. Thirty-one small car spaces are proposed with the development. Refer to the Proposed Development Plans included with this application for more information.

18.11.030 Location.

Off-street facilities shall be located as hereafter specified. Such distance shall be the maximum walking distance measured from the nearest point of the parking facility to the nearest point of the building that such facility is required to serve:

- A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.
- D. For uses other than those specified above: four hundred feet.

Response: All required parking for the residential lots are located on the same lot as the residence. All parking spaces for the mixed-use and multifamily buildings are located on the same lot as the buildings and within 200 feet of a building. Refer to the Proposed Development Plans included with this application for more information.

18.11.100 Residential parking.

Residential off-street parking space shall consist of a parking strip, driveway, garage, or a combination thereof, and shall be located on the lot they are intended to serve.

Response: Off-street parking will be provided for each detached and attached single-family lots and will consist of a garage and driveway. Additional off-street parking will be provided in six common parking areas that will serve the residential portion of the development. Refer to the Proposed Development Plans included with this application for more information.

18.11.130 Standards.

The minimum number of off-street parking spaces for the listed uses shall be shown in Table 18.11-1, Off-Street Parking Standards. The city shall have the authority to request a parking study when deemed necessary.

Response: For the residential portion of the development, two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with driveway and garage spaces. Additionally, 42 off-street parking spaces are provided in common parking areas to meet the requirements of CMC 17.19.040.B.10.e.

The Applicant is proposing a mixed-used building with 10,000 square feet of commercial use on the first floor and 16 residential units above and three multifamily buildings with 72 residential units. The residential units consist of 44 one-bedroom units and 44 two-bedroom units, requiring a total of 154 spaces for the residential units. At this time, the final use of the commercial space is unknown and will be determined during final sit plan review. The development is providing 198 spaces for the mixed-use and multifamily buildings, with 154 for the residential units and 44 for the commercial space. Depending on the final use or uses for the commercial space, a shared parking agreement will be put in place to provide adequate parking for the commercial uses during business hours. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.13 Landscaping**18.13.020 Scope.****B. The standards of this chapter shall apply to the following:**

1. Commercial, industrial, governmental uses, and land divisions;
3. Parking lots with greater than four spaces;

Response: This application is for 118 detached single-family residential lots, 88 attached single-family residential lots, 88 multifamily units, and 10,000 square feet of commercial use. Therefore, the requirements of this chapter apply.

18.13.040 Procedure for landscape, tree and vegetation plans.

- A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.
- B. A tree survey must be included for any applicable development proposing to remove trees.

Response: A tree survey was completed by AKS Engineering & Forestry, LLC. (AKS) and is included in the Preliminary Tree Report and the Preliminary Tree Preservation and Removal Plans, which are included with this application. Refer to the Preliminary Tree Report and Proposed Development Plans included with this application for more information.

18.13.045 Tree survey.

- A. The applicant must submit a tree survey that is prepared by a certified arborist or professional forester.

Response: A tree survey (included in the Preliminary Tree Report) has been prepared by a certified arborist with AKS and is included with this application.

- B. A tree survey must contain the following:

1. Inventory.

- a. Map of the site, with tree locations numbered
- b. Include all significant trees that will be impacted by the proposed development, which may include trees off-site if canopies overhang the subject property. Open space tracts to be set aside for conservation purposes do not need to be included in survey.
- c. Provide the common and scientific name of inventoried trees.

Response: A tree inventory showing significant trees with location numbers has been completed by AKS as part of the tree survey. Trees that will be protected and impacted with the project are identified on the Proposed Development Plans. Refer to the Proposed Development Plans and Preliminary Tree Report included with this application for more information.

2. Assessment.

- a. Size. Measure and provide the diameter at breast height (DBH).
- b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)
- c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.
- d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.
- e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

Response: AKS completed a tree survey, which is included in the Preliminary Tree Report and contains all information required in this section. Refer to the Proposed Development Plans and Preliminary Tree Report included with this application for more information.

18.13.050 Standards for landscape, tree and vegetation plans.

- B. Landscaping and trees shall be selected and located to deter sound, filter air contaminants, curtail erosion, minimize stormwater run-off, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.

Response: The Applicant is proposing to protect critical areas and protect as many existing trees as is practicable in open space tracts. The development will also provide street trees along all public streets within the development and landscaping in the parking lot for multifamily and mixed-use buildings. Landscaping will also be provided on the individual lots by the future homeowners. Refer to the Proposed Development Plans included with this included with for more information.

- C. Landscape, Tree and Vegetation Plan must include a combination of trees, shrubs, and ground cover to achieve the purposes of this chapter.
1. Required landscaping shall be comprised of a minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.
 2. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of two inches, be equivalent to a fifteen-gallon container size, and be adequately staked for planting.
 3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.

Response: Plants proposed for the project are either native or adapted to the northwest climate. All plant materials will meet the requirements of this section. Refer to the Proposed Development Plans included with this application for more information.

- D. Street trees will be required as part of the frontage improvements. Species, size and spacing of the trees must be consistent with the Design Standards Manual. Unless otherwise specified, trees must generally be spaced thirty feet apart. Substitute varieties are subject to approval by the City of Camas.

Response: The Applicant is proposing to provide street trees along all public streets within the development. Trees are proposed to be spaced a minimum of 30 feet in the center where feasible. Due to driveways and utilities, there are areas where street trees will not be able to be installed. However, the application is proposing a total of one street tree per single-family residential lot. Refer to the Proposed Development Plans included with this application for more information.

- E. Proposed vegetation cannot be an invasive species as listed within the most current edition of the Clark County Noxious Weed List (e.g. English Ivy cultivars).

Response: None of the proposed vegetation for the project are invasive species. Refer to the Proposed Development Plans included with this application for more information.

- F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).

- G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species, if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

Response: All proposed plant materials and planting sizes are shown on the Street Tree Planting Plan and Parking Lot Planting Plan. Planting size is selected to provide the best opportunity for plant survival and integration into the overall development. Refer to the Proposed Development Plans included with this application for more information.

- H. Appropriate measures shall be taken, e.g., installation of irrigation system, to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.

Response: Landscaped areas will be irrigated with an automatic irrigation system or adequate manual irrigation system. All irrigation in common landscape areas will be installed with the landscape at the time of neighborhood construction and maintained by the HOA. All irrigation in planting strips adjacent to private lots will be installed with the home construction on that lot and be maintained by that homeowner. All irrigation will be design-build by the landscape contractor.

- I. Required trees, as they grow, shall be pruned in accordance with the International Society of Arboriculture. The pruned tree will provide at least ten feet of clearance above sidewalks and fourteen feet above street roadway surfaces.

Response: All trees will be pruned to the appropriate height per this section.

- J. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the city.

Response: No existing trees will be used as street trees; therefore, this standard does not apply.

- K. Vision clearance hazards shall be prohibited.

Response: No vision clearance hazards will be created with the proposed landscape. Refer to the Proposed Development Plans included with this application for more information.

18.13.051 Minimum tree density requirement.

- A. Tree Density. A minimum tree density per net acre is required and must be incorporated within the overall landscape plan. The tree density may consist of existing trees, replacement trees or a combination of existing and replacement trees, pursuant to the priority established in Section 18.13.052.

18.13.051 Table 1: Required Tree Density	
Proposed Activity	North Shore Subarea Required Minimum Tree Density per Net Acre ¹
New Development	30 Tree Units

¹ At least fifty percent of minimum tree density shall be achieved through retention of existing trees where the existing tree coverage on the site would allow for this standard to be met. If this standard cannot be met, an arborist report is required to demonstrate that it cannot be met. Replacement trees must be native and/or coniferous species. More information is included in the North Shore Design Manual.

- B. **Tree Density Calculation.** Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit, as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

Response: The subject site has a total area of ±36.37 acres with 6.02 acres of open space and critical areas, for a net site area of 30.35 acres. Therefore, the project is required to provide 906 tree units at 30 tree units per acre. There are 196 trees proposed for retention on-site, accounting for 707 tree units and 259 proposed street trees and site trees, accounting for 259 tree units. The proposed development will provide a total of 966 tree units, with more than 50 percent of the tree units provided through the retention of existing trees. Refer to the Proposed Development Plans included with this application for more information.

18.13.052 **Tree and native vegetation preservation.**

- A. When determining where to retain or plant trees, locations with healthy soils, native understory vegetation, and mature trees shall have priority when there are feasible alternative locations on site for proposed buildings and site improvements to achieve the minimum tree unit density per acre. This may require site redesign. Provided, where necessary, density transfer areas may be used to ensure protection and retention of trees. Residential and mixed-use developments may use density transfer standards when setting aside area outside of critical or natural areas to protect existing trees.

Response: The areas selected for tree retention were within the critical area and where larger, mature trees were grouped together. There is not significant native understory vegetation on the site. Invasive species will be removed with the development. Refer to the Proposed Development Plans included with this application for more information.

- B. In designing a development project and in meeting the required tree density, the applicant must provide a Landscape, Tree and Vegetation plan that retains healthy, wind firm trees in the following priority:
1. Trees located within critical area buffers. Trees must be identified within a protected tract.
 2. Significant wildlife habitat, or areas adjacent and buffering habitat.
 3. Significant trees that are greater than 36 inch dbh.
 4. Groves of trees, or other individual healthy trees with the intent to retain must be located in separate tract if part of a land division, or other protective mechanism if other development type,
 5. Trees, that if removed would cause trees on adjacent properties to become hazardous.

Response: Trees within the critical areas and buffers have been protected along with two groves of larger, mature trees. No trees being removed will cause trees on adjacent property to become hazardous. Refer to the Proposed Development Plans included with this application for more information.

- C. **Mitigation and Replacement.** In areas where there are currently inadequate numbers of existing trees to meet minimum tree density, where the trees are inappropriate for preservation, the soils are poor, or there are significant invasive species, then mitigation shall be required to meet the minimum tree

density. The applicant's proposed location for replacement trees or mitigation shall be subject to the city's approval of the Landscape Plan. Replacement trees shall be planted in the following priority:

1. Onsite.
 - a. Within or adjacent to critical area buffers or wildlife habitat areas
 - b. Adjacent to stormwater facilities
 - c. Landscaping tracts, such as at entrances, traffic islands or other common areas
 - d. Removal of invasive species and restorative native vegetation planting equivalent to the area necessary for new tree planting.
2. City tree fund. When on-site locations are unavailable or infeasible, then the applicant can pay an amount equal to the market value of the replacement trees into the city's tree fund.

Response: Existing trees will be preserved on-site; however, it will not be enough to meet the required tree density requirements. The Applicant will be installing trees in the form of street trees and on-site landscape trees. Refer to the Proposed Development Plans included with this application for more information.

18.13.055 Landscape buffering standards.

Table 1 – Landscape Buffers				
Abutting Zone ▶	Residential		Commercial	
Uses on Site ▼	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street
Multifamily Residential	5' L1	5' L1	10' L3	10' L2
Commercial	10' L3	5' L2	5' L1	5' L2

Response: A portion of the proposed development includes three multifamily buildings, one 10,000 square-foot mixed-use building, and associated parking. The commercial use in the mixed-use building abuts MX-NS zoning to the north, is across existing SE Everett Street from MX-NS zoning to the west, and is across proposed N Rekdahl Avenue from Residential-10,000 zoning to the south. Therefore, the commercial building requires a 5-foot L1 buffer to the north and a 5-foot L2 buffer to the west and south. The proposed multifamily buildings abut HD-NS to the north and east and is across proposed N Rekdahl Avenue from Residential-7,500 zoning to the south. Therefore, the multifamily buildings require a 5-foot L1 buffer to the north, south, and east. The commercial and multifamily buildings share a parking lot along the shared property line; therefore, no buffer is between the proposed mixed-use and multifamily buildings. Refer to the Proposed Development Plans included with this application for more information.

18.13.060 **Parking areas.**

A. Parking areas are to be landscaped at all perimeters.

Response: The proposed parking area is provided with perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

B. All parking areas shall provide interior landscaping for shade and visual relief.

Response: Interior landscaping is provided in multiple landscape islands that include trees and shrubs. Refer to the Proposed Development Plans included with this application for more information.

C. Parking lots shall include a minimum ratio of one tree per six parking spaces.

Response: The proposed parking lot for the multifamily and mixed-use lots has 198 spaces, requiring 33 trees. Between the interior and perimeter landscaping, 53 trees are proposed. Refer to the Proposed Development Plans included with this application for more information.

D. Planter strips (medians) and tree wells shall be used within parking areas and around the perimeter to accommodate trees, shrubs and groundcover.

Response: Planter islands and strips are proposed within the parking lot on the multifamily and mixed-use lots, along with perimeter landscape areas. Refer to the Proposed Development Plans included with this application for more information.

E. Planter areas for trees must provide a minimum of five hundred cubic feet of soil, and shall provide eight-foot by eight -foot minimum of clear planting space. For other vegetative buffer areas a minimum of a five foot clear width must be provided.

Response: All tree planting areas are a minimum of 8 feet wide and contain a minimum of 500 cubic feet of soil. Refer to the Proposed Development Plans included with this application for more information.

F. Wheel stops should be used adjacent to tree wells and planter areas to protect landscaping from car overhangs.

Response: Curbs are proposed adjacent to planting areas to prevent vehicles from overhanging and damaging the plant material. Refer to the Proposed Development Plans included with this application for more information.

G. Curbed planting areas shall be provided at the end of each parking aisle to protect parked vehicles.

Response: Curbed planting areas or trash enclosures are provided at the end of each parking aisle to protect parked vehicles. Refer to the Proposed Development Plans included with this application for more information.

H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip

Response: No more than 15 parking stalls are in a single row without a landscape divider strip provided. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.15 Signs

Response: No signs are proposed as part of this application. Any signs that will be installed will receive a sign permit prior to installation to ensure the sign meets the requirements of this chapter.

Chapter 18.17 Supplemental Development Standards

18.17.030 Corner lot vision clearance area.

Response: All corner lots will maintain a vision clearance area. No vehicle, fence, wall, landscaping, or other obstruction or planting will impede vision between a height of 42 inches and 10 feet above the sidewalk or 12 feet above the street.

18.17.050 Fences and walls.

Response: All future fences for the residential lots will not exceed 6 feet in height. Therefore, permits will not be required for fences.

Currently, five retaining walls are proposed with the development, along Lots 188, 189, 196, 200 through 202, and within the mixed-use parking area. The proposed retaining walls will not exceed six feet. Given the existing topography of the site, there is a potential for additional retaining walls to be constructed. The locations of walls for residential lots, if necessary, are unknown at this time. Any walls to be constructed will be included on the final engineering plans; however, it is not anticipated that any walls will be over six feet in height. All appropriate permits will be obtained for any proposed walls. Refer to the Proposed Development Plans included with this application for more information.

18.17.060 Retaining walls.

Response: Currently, five retaining walls are proposed with the development, along Lots 188, 189, 196, 200 through 202, and within the mixed-use parking area. The proposed retaining walls will not exceed six feet. Given the existing topography of the site, there is a potential for additional retaining walls to be constructed. The locations of potential walls for residential lots are unknown at this time. Any walls to be constructed will be included on the final engineering plans; however, it is not anticipated that any walls will be over six feet in height. All appropriate permits will be obtained for any proposed walls. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.19 Design Review

18.19.050 Design principles.

The principles as provided in the DDM or DRM are mandatory and must be demonstrated to have been satisfied in overall intent in order for approval of a design review application to be granted. Standard principles shall apply to all commercial, mixed use, or multifamily uses. Specific principles are used in addition to the standard principles for gateways and corridors, commercial, mixed uses, and multifamily (e.g. apartments, townhouses, duplexes).

A. Standard Principles.

1. Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.

Response: All landscaping is proposed to be done with a purpose. Refer to the Proposed Development Plans included with this application for more information.

2. All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.

Response: The application provides multiple open spaces to protect critical areas and existing groves of trees to the greatest extent practicable. The open spaces will be integrated into the development and, except for the protected critical areas, open for use of the future residents to enjoy. Refer to the Proposed Development Plans included with this application for more information.

3. Buildings shall have a "finished" look. Any use of panelized materials shall be integrated into the development in a manner that achieves a seamless appearance.

Response: No structures are proposed as part of this application; however, the Applicant will include these guidelines in the Codes, Covenants, and Restriction (CC&Rs) documents for the subdivision. The commercial and multifamily buildings will also go through the final site plan review process, when this standard can be reviewed. These elements will also be reviewed during the building permit process.

4. A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.

Response: The subject site does not have any known historic or heritage elements specifically related to it. The proposed application will protect the on-site critical areas and provide large open space tracts for tree protection and pedestrian pathways. These protected open spaces will help maintain some of the natural elements of the site. Refer to the Proposed Development Plans included with this application for more information.

B. Specific Principles.

1. Gateways.

Response: There are no gateways located on the subject site. Any off-site gateways impacted by the project will be addressed through off-site improvements under a separate project if necessary due to impacts of the project.

2. Commercial and Mixed Uses.

- a. On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed-use areas shall not be required to provide on-site parking.

Response: Generally, all on-site parking areas that serve the mixed-use and multifamily buildings are placed to the interior of the development. Due to the shape and grades of the site, and the need to meet parking quantity requirements, there are some areas where parking is adjacent to the streets and will be screened. Refer to the Proposed Development Plans included with this application for more information.

- b. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

Response: Proposed building locations are shown for the mixed-use and multifamily buildings. These buildings are located along the street frontages to the greatest extent practicable based on-site grades and parking needs, to help define the streetscape. Refer to the Proposed Development Plans included with this application for more information.

- c. Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.

Response: The proposed mixed-use building is located adjacent to a single-family home on a large parcel in the MX-NS zoning district to the north, proposed multifamily buildings in the HD-NS zoning district to the east, a school in the R-10 zoning district to the south, and single-family homes in the MX-NS zoning district across NE Everett Drive. The applicant is proposing to retain existing trees that will be between the mixed-used building and the parcel to the north. The mixed-used building will be a comparable size to the multifamily buildings to the east and will share a parking lot. The mixed-used building will be separated from the school by a proposed road with street trees and existing vegetation of the parcel to the south and be generally smaller in scale than the school building. The mixed-use building is separated from the parcels to the west by NE Everett drive, and existing trees on the west side of the street provide additional separation from the existing use. Due to setback and density requirements of the MX-NS zone and the MX-NS zoning of the adjacent parcels, more transitioning cannot be provided.

- d. Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.

Response: The proposed uses will transition from higher intensity to lower intensity from east to west and south to north across the project. The mixed-use building with commercial and multifamily will transition to the multifamily buildings, then to the attached single-family homes, then to smaller detached single-family homes, and finally to the larger detached single-family homes. Landscape and open space will also be used to help with the transitions and provide a more seamless appearance.

- e. Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.

Response: Uses throughout the site are arranged so that the higher intensity mixed-use building is adjacent to rights-of-way and other MX-NS zoned parcels. They are also arranged to keep lower density residential nearest to existing residences adjacent to the site. Refer to the Proposed Development Plans included with this application for more information.

- f. Walls shall be broken up to avoid a blank look and to provide a sense of scale.

Response: Walls will be broken up and the blank look will be avoided. These elements will be reviewed during the building permit review.

- g. Outdoor lighting shall not be directed off-site.

Response: No outdoor lighting will be directed off site and all requirements of the CMC for lighting will be met. Refer to the Proposed Development Plans included with this application for more information.

3. Multifamily.

b. Townhomes and Rowhouses.

- i. All on-site parking areas (excluding driveways and garages) shall be screened with landscaping.

Response: All parking for the proposed townhomes will be in driveways and garages. Therefore, no screening is required. Refer to the Proposed Development Plans included with this application for more information.

- ii. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

Response: Proposed building locations are shown for the mixed-use and multifamily buildings. These buildings are located along the street frontages to the greatest extent practicable based on-site grades and parking needs, to help define the streetscape. Refer to the Proposed Development Plans included with this application for more information.

- iii. When appropriate, structures abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.

Response: The proposed townhomes will be two-story and range from two to four units per structure, making them similarly scaled to the detached single-family building within the project buildings.

- iv. Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.

Response: Walls will be broken up and have articulation and the blank look will be avoided. These elements will be reviewed during the building permit review.

- v. Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.

Response: Detached garages are not proposed with this development. This standard does not apply.

- vi. Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.

Response: No structures are proposed as part of this application; however, the Applicant will include these guidelines in the Codes, Covenants, and Restriction (CC&Rs) documents for the subdivision. The commercial and multifamily buildings will also go through the final site plan review process, when this standard can be reviewed. These elements will also be reviewed during the building permit process.

4. North Shore Subarea. All development within the North Shore subarea shall meet the minimum requirements determined in North Shore Design Manual.
 - a. Use a stepped-transition in building height and mass to move from higher density to lower density and from more intense mix-of-uses to single uses to provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS, C-NS, MX-NS, and ME-NS zones within twenty feet (measured horizontally) of an existing single detached residential building thirty feet or less in height. The building height transition standard is met when the height of the taller building does not exceed one foot of height for every one foot separating the new building from the existing single detached residential structure.
 - b. Vary lot sizes, front yard setbacks, and building product type for residential uses to avoid predictable suburban development patterns (also known as "cookie cutter" development) and better reflect the natural geography.

Response: The proposed project will provide apartment units in a mixed-use building, apartment units in three multi-family buildings, attached townhome single-family units, and detached single-family units. The proposed single-family attached lots range from 20 feet wide to generally 29 feet wide, with a few lots wider than 29 feet. The detached single-family in the HD-NS zoning district range from 32 feet wide to 36 feet wide, and the single-family lots in the LD-NS zone range from 40 feet wide to 60 feet wide. The development also has multiple open spaces that will help to break up the development. Refer to the Proposed Development Plans included with this application for more information.

- c. Minimize the visibility of off-street surface parking where feasible by instead integrating structured and tuck-under parking in buildings or locating surface parking behind buildings.

Response: Structured or tuck under parking is not proposed with this development. The number of parking stalls required does not justify structured parking and tuck under parking is generally not feasible due to site grade and ensure adequate commercial space is provided in the mixed-use building. Refer to the Proposed Development Plans included with this application for more information.

- d. Provide public-facing facades and building entries-regardless of land use-that provide weather protection from wind, rain, sun, and the occasional snow.

Response: Public facing facades will be provided, and entries will be covered for weather protection. This will be reviewed during building permit review.

- e. Include multiple entries and windows on ground floor commercial uses facilitate business access, create visual interest, and promote safety.

Response: Multiple entries will be provided for the commercial uses. However, due to site grades, some of the entries will be on the rear of the building, but they will still be visible from the N Rekdahl Avenue right-of-way and will have a pedestrian connect to the right-of-way. Entries will be reviewed with building permit.

- f. Encourage an aesthetic that complements the surroundings (such as the Pacific Northwest style) through site design, exterior building materials, landscaping, and other features. Exterior building materials may include: concrete, wood, standing-seam sheet metal, glass, board-and-batten, wood siding, corrugated sheet metal, board-formed concrete, board-and-batten siding, commercial/industrial terra-cotta, stone siding, spaced wood sun screens, ply-formed concrete, horizontal wood siding, brick, sheet metal panels, standing-seam metal roofing, stucco, and/or heavy-timber.

Response: No structures are proposed as part of this application; however, the Applicant is aware that these guidelines apply to the proposed development. Building aesthetics and materials will be reviewed during building permit. The development is also providing multiple open spaces for the protection of critical areas and native trees to maintain some of the natural environment within the development. Landscaping using native and naturalized plant material will also help complement the surroundings.

- g. Use dark-sky friendly lighting for outdoor areas, such as full cutoff fixtures, or limiting light trespass from buildings into the street.

Response: Preliminary Lighting Plans, included in the Proposed Development Plans included with this application, show the location of proposed street lighting. Lighting for the mixed-use and multifamily site plans will be included in the final construction plans. All lighting will meet the requirements of the CMC.

Chapter 18.55 Administration and Procedures

18.55.060 Preapplication conference meeting—Type II, Type III.

Response: This application requires a pre-application conference meeting, which was held on November 16, 2023.

18.55.110 Application—Required information.

Type II or Type III applications include all the materials listed in this subsection. The director may waive the submission of any of these materials if not deemed to be applicable to the specific review sought. Likewise, the director may require additional information beyond that listed in this subsection or elsewhere in the city code, such as a traffic study or other report prepared by an appropriate expert where needed to address relevant approval criteria. In any event, the applicant is responsible for the completeness and accuracy of the application and all of the supporting documentation. Unless specifically waived by the director, the following must be submitted at the time of application:

- A. A copy of a completed city application form(s) and required fee(s);
- B. A complete list of the permit approvals sought by the applicant;

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- C. A current (within thirty days prior to application) mailing list and mailing labels of owners of real property within three hundred feet of the subject parcel, certified as based on the records of Clark County assessor;
 - D. A complete and detailed narrative description that describes the proposed development, existing site conditions, existing buildings, public facilities and services, and other natural features. The narrative shall also explain how the criteria are or can be met, and address any other information indicated by staff at the preapplication conference as being required;
 - E. Necessary drawings in the quantity specified by the director;
 - F. Copy of the preapplication meeting notes (Type II and Type III);
 - G. SEPA checklist, if required;
 - H. Signage for Type III applications and short subdivisions: Prior to an application being deemed complete and Type III applications are scheduled for public bearing, the applicant shall post one four-foot by eight-foot sign per road frontage, unless a different size (not to be less than six square feet) is approved by the director. The sign shall be attached to the ground with a minimum of two four-inch by four-inch posts or better. The development sign shall remain posted and in reasonable condition until a final decision of the city is issued, and then shall be removed by the applicant within fourteen days of the notice of decision by the city. The sign shall be clearly visible from adjoining rights-of-way and generally include the following:
 - 1. Description of proposal,
 - 2. Types of permit applications on file and being considered by the City of Camas,
 - 3. Site plan,
 - 4. Name and phone number of applicant, and City of Camas contact for additional information,
 - 5. If a Type III application, then a statement that a public hearing is required and scheduled. Adequate space shall be provided for the date and location of the hearing to be added upon scheduling by the city.
 - I. A copy of a full title report.

Response: This application is submitted for preliminary plat and preliminary site plan approval and contains all the required information listed in this section.

North Shore Subarea Design Manual

Section 2 – Land Use and Development Standards

2.1 North Shore Lower Density Residential (LD-NS)

Intent and Character

The North Shore – Lower Density (LD-NS) district is intended for low density residential developments, including the following types of housing.

- Detached single-family homes
- Duplexes
- Cottage cluster developments
- Accessory dwelling units (ADUs)

Response: This application is proposing detached single-family home in the LD-NS zoning district. Detached single-family homes are a use permitted by right, subject to the approval of applicable permits, in the LD-NS zoning district. The proposed use for the project is appropriate for the existing zoning of the property.

Design Standards and Guidelines

Dimensional Standards

The tables below identify the dimensional standards applicable to the LD-NS district. All standards should be confirmed in CMC 18.09. Parking requirements are determined by CMC 18.11.

Table 1: Dimensions and Standards for Standard Lots in LD-NS	
Item	Standard
Density range (min-max dwelling units/acre)	4-5.8
Average lot area (square feet)	7,500
Minimum lot size (square feet)	5,400
Maximum lot size (square feet)	12,000
Minimum lot width	40
Minimum lot depth	90
Average building lot coverage	45%
Average lot area (square feet)	7,500
Maximum building height (feet)	35
Setbacks, Street loaded (feet):	
Front yard	10-25
Side yard	5 / 10 if flanking a street and corner lot rear
Rear yard	10-20
Setbacks, Ally loaded (feet)	
Front yard	10
Side yard	5
Rear yard	10-20
Maximum building height (feet)	35

Response: The portion of the site in the LD-NS zoning district is required to meet the dimensional and setback standards of this zoning district. The Applicant is proposing the protection of critical areas on site; therefore, density transfer standards are applied. The portion of the site in the LD-NS zoning district has a gross area of 9.63 acres, with 2.42 acres proposed as open space, for a net area of 7.21 acres. The minimum density for this portion of the site is four units per acre, requiring 29 units, and the maximum density allowed is 5.8 units per acre, allowing up to 42 units. The Applicant is proposing 38 detached residential lots. The proposed lots in the LD-NS zoning district are using the density transfer standards allowed under CMC 18.09.060. The proposed minimum lot area is $\pm 5,250$ square feet with a minimum lot width of 40 feet and minimum depth of 100 feet. The lots are proposed to meet all dimensional standards and are sized to allow for construction and meet all setback requirements. Refer to the Proposed Development Plans included with this application for more information.

Site Development Guidelines

The following guidelines apply to development in the LD-NS district.

- Lot sized should be varied to avoid “cookie cutter” and predictable suburban development patterns, and to better reflect the natural geography.

Response: The proposed the single-family lots in the LD-NS zone range from 40 feet wide to 60 feet wide. The development also has multiple open spaces that will help to break up the development. Refer to the Proposed Development Plans included with this application for more information.

- Porches should be located on the street-facing façade and can be linear or wrapping.

Response: No structures are proposed as part of this application; however, porches will be considered for residences within the LD-NS zoning district. If proposed, these elements will be reviewed during the building permit process.

- Attached garages are encourages over detached garages. If detached, the garage should be located behind the primary structure.

Response: Attached garages will be provided with the project and no detached garages are proposed.

- ADUs are encouraged to support housing variety. ADUs should be designed to complement the primary residence.

Response: The proposed lots in the development are not large enough to support ADUs, therefore none are proposed.

- The form and layout of building should be oriented to retain or integrate with the existing topography, natural habitat and respond to climatic or solar conditions.

Response: All lots in the proposed development have been oriented to work with the existing grades to the greatest extent practicable. Refer to the Proposed Development Plans included with this application for more information.

- Developments should integrate appropriate sustainable design features, such as passive building design, green roofs, permeable surfaces, stormwater management, and naturescaping (see Section 4).

Response: No structures are proposed as part of this application; however, the Applicant will include these guidelines in the CC&Rs documents for the subdivision. These elements will be reviewed during the building permit processes.

Site Development Principles

The following principles apply to all development in the LD-NS district.

- Residential development shall provide roof variation and detail through the use of dormers and other design elements of the Pacific Northwest style as described in Section 2.
- A pedestrian pathway shall be provided from the main entrance of the dwelling to the sidewalk.

- All garages shall include similar architectural features as the primary structures (e.g., windows, siding) to blend in with the residence.
- Fences shall not block views to or from the street.

Response: No structures are proposed as part of this application; however, the Applicant will include these guidelines in the CC&Rs documents for the subdivision. These elements will be reviewed during the building permit process.

2.2 North Shore Higher Density Residential (HD-NS)

Intent and Character

The North Shore – Higher Density (HD-NS) district is intended for high density residential developments. Developments in this zone should provide for a variety of housing options with a minimum density of 10 dwellings per acre. Housing types permitted in this district include multifamily buildings, rowhouses, triplexes, and fourplexes, and cottage clusters.

Response: The applicant is proposing attached single-family homes (townhomes/rowhouses), detached single-family homes, and three multifamily buildings within the HD-NS zoning district. Townhomes, detached single family homes, and multifamily buildings are permitted by right, subject to the approval of applicable permits, in the HD-NS zoning district. The proposed use for the project is appropriate for the existing zoning of the property.

Design Standards and Guidelines

Dimensional Standards

The tables below identify the dimensional standards applicable to the HD-NS district. All standards should be confirmed in CMC 18.09. Parking requirements are determined by CMC 18.11.

Table 3: Dimensions and Standards for Standard Lots in HD-NS	
Item	Standard
Density range (min-max dwelling units/acre)	10 - 18
Minimum lot size (square feet)	1,800
Maximum gross floor area	No maximum
Minimum lot width	20
Minimum lot depth	60
Average building lot coverage	65%
Maximum building height (feet)	50
Setbacks (feet):	
Front yard/ at garage front	10/20
Side yard	3
Side yard, flanking street	15
Rear yard	10

Response: The portion of the site in the HD-NS zoning district is required to meet the dimensional and setback standards of this zoning district. The portion of the site in the HD-NS zoning district has a gross area of 23.04 acres, with 2.54 acres proposed as open space, for a net area of 20.50 acres. The minimum density for this portion of the site is 10 units per acre, requiring 205 units, and the maximum density allowed is 18 units per acre, allowing up to 369 units. The Applicant is proposing 240 detached and attached residential lots. For the attached lots, the proposed minimum lot area is 2,000 square feet with a minimum lot width of 20 feet and minimum depth of 100 feet. For the detached lots, the proposed

minimum lot area is 2,880 square feet with a minimum lot width of 32 feet and a minimum lot depth of 90 feet. The lots are proposed to meet all dimensional standards and are sized to allow for construction and meet all setback requirements. The proposed attached lots will have a 0-foot side setback where the units are attached. All garages that are facing public right-of-way will be set back a minimum of 20 feet to allow for vehicle parking on each proposed lot. Refer to the Proposed Development Plans included with this application for more information.

Site Development Guidelines

The following guidelines apply to development in the HD-NS district.

- Residential units should be organized around common green spaces that incorporate stormwater draining, seating areas, play spaces, and internal pathways.

Response: Open spaces are provided throughout the development for the protection of existing trees and critical areas and to provide trails and green space for future residents. Refer to the Proposed Development Plans included with this application for more information.

- The visibility of off-street surface parking should be minimized by integrating structure and tuck-under parking in buildings or locating surface parking behind buildings.

Response: Generally, all on-site parking areas that serves the mixed-use and multifamily buildings are placed to the interior of the development. Due to the shape and grades of the site, and the need to meet parking quantity requirements, there are some areas where parking is adjacent to the streets and will be screened. Refer to the Proposed Development Plans included with this application for more information.

- Stoops and porches are encouraged for ground-level units. Porches are also encouraged for upper units to provide visual interest.

Response: No structures are proposed as part of this application; however, stoops and porches will be considered for residences within the HD-NS zoning district. If proposed, these elements will be reviewed during the building permit process.

- Publicly dedicated parks and green or open-space within the HD-NS district should follow the design guidelines described in Section 2.6.

Response: Open spaces are provided throughout the development for the protection of existing trees and critical areas and to provide trails and green space for future residents. These open spaces will not be publicly dedicated. Refer to the Proposed Development Plans included with this application for more information.

Site Development Principles

The following principles apply to all development in the HD-NS district.

- All off-street surface parking areas shall be screened with landscaping. See CMC 18.13.060 for specific requirements for parking lot landscaping.

Response: The proposed parking area for the mixed-use and multifamily buildings will be screened with landscaping. Refer to the Proposed Development Plans included with this application for more information.

- Principal pedestrian entries shall be located along a public street or public common space.

Response: The application includes and mixed-use building, multifamily buildings, and attached and detached single-family buildings. All single-family buildings will have entries facing the public streets, except for townhomes served by a private street, then those entrances will face the private street. The mixed-used building will have a pedestrian entry facing NE Everett Street. Entries for the proposed multifamily buildings will be based on site grades and ADA access needs from both the public right-of-way and the parking area; therefore, entries may not be located directly along the public street. Refer to the Proposed Development Plans included with this application for more information.

- A stepped-transition shall be used in building height and mass to move from higher density to lower density.

Response: The HD-NS zoning district on-site abut lower density residential to the south and east off-site and to the north on-site. The properties to the south are currently in use as two schools, with the development proposing townhome along the shared property line. Therefore, no transition is needed to the south. Detached single family separated by roads is proposed where abutting lower density residential to the east and north. The proposed detaches homes will be two-story and similar in scale to the home proposed and allowed in the lower density residential zoning districts. Refer to the Proposed Development Plans included with this application for more information.

- Weather protection shall be provided along public-facing facades and building entries.

Response: No structures are proposed as part of this application; however, the Applicant will include weather protection for public facing facades and building entries. These elements will be reviewed during the building permit process.

- Dark-sky friendly lighting shall be used for outdoor areas.

Response: Preliminary Lighting Plans, included in the Proposed Development Plans included with this application, show the location of proposed street lighting. Lighting for the mixed-use and multifamily site plans will be included in the final construction plans. All lighting will meet the requirements of the CMC.

- Appropriate sustainable design features shall be integrated where feasible, such as passive building design, green roofs, permeable surfaces, stormwater management, and naturescaping (see Section 4).

Response: No structures are proposed as part of this application; however, sustainable design features will be considered for buildings within the HD-NS zoning district. If proposed, these elements will be reviewed during the building permit process.

2.4 North Shore Mixed Use (MX-NS)

Intent and Character

The North Shore Mixed Use (MX-NS) district is intended to provide for a wide range of commercial and residential uses. Compact development is encouraged to support transit and pedestrian travel. Developments in this zone should create spaces for community gathering, waiting, discussion and outdoor commercial activities. Cottage-style and rowhouse developments are allowed residential uses within the MX-NS zone and are to follow the design standards and guidelines describes in Section 2.1 and 2.2.

Response: One mixed-use building is proposed, which includes 16 multifamily units above 10,000 square feet of commercial space. The mixed-use building is a use permitted by right, subject to the approval of applicable permits, in the MX-NS zoning district. The proposed use for the project is appropriate for the existing zoning of the property.

Design Standards and Guidelines

Dimensional Standards

The tables below identify the dimensional standards applicable to the MX-NS district. All standards should be confirmed in CMC 18.09. Parking requirements are determined by CMC 18.11.

Table 6: Dimensions and Standards for Standard Lots in MX-NS	
Item	Standard
Density range (min-max dwelling units/acre)	24
Minimum lot size (square feet)	1,800
Maximum gross floor area	None
Minimum lot width	None
Minimum lot depth	None
Average building lot coverage	65%
Maximum building height (feet)	100
Setbacks (feet):	
Front yard (maximum setback at front building line)	10
Side yard	10
Rear yard / alley-loaded	10/20

Response: The portion of the site in the MX-NS zoning district is required to meet the dimensional and setback standards of this zoning district. The portion of the site in the MX-NS zoning district has a gross area of 1.49 acres with no open space or critical areas. The minimum density required is 10 units per acre, requiring 15 units and the maximum density allowed is 24 units per acre, allowing up to 36 units. In the MX-NS zoning district, the Applicant is proposing a mixed-use building with 10,000 square feet of commercial use on the first floor and 16 residential units above, with associated parking. The mixed-use lot is proposed to meet all dimensional standards and is sized to allow for construction. Refer to the Proposed Development Plans included with this application for more information.

Site Development Guidelines

The following guidelines apply to development in the HD-NS district.

- Shared parking is encouraged between adjacent or vertically mixes uses.

Response: The parking area for the mixed-use building will also be shared with the multifamily buildings immediately to the east. Refer to the Proposed Development Plans included with this application for more information.

- All development should provide multimodal connections throughout the development, as well as to adjacent development.

Response: The proposed development will include sidewalks and multi-use pathways, as well as roadways to provide multimodal connections throughout the development. Refer to the Proposed Development Plans included with this application for more information.

- Parking areas available to the general public should be clearly identified.

Response: Parking areas available to the general public will be identified in the completed project.

- Sustainable design features are encouraged, such as passive building design, green roofs, permeable surfaces, stormwater management, and naturescaping (see Section 4)

Response: No structures are proposed as part of this application; however, sustainable design features will be considered for buildings within the HD-NS zoning district. If proposed, these elements will be reviewed during the building permit process.

Site Development Principles

The following principles apply to all development in the MX-NS district.

- Landscaped setbacks and entry-points shall incorporate aspects from landscaping or nearby residential developments.

Response: Landscaped setbacks and entry points will have simile aspects from the landscaping provided in the multifamily and single-family portion of the development.

- For ground-floor residential spaces in this zone, landscaping shall provide adequate privacy from the public view.

Response: Ground floor residential is not proposed in the mixed-use zoning district. This standard does not apply.

- Wayfinding and interpretative signage shall be provided to direct people to historic, cultural, and natural resources throughout the area.

Response: Currently, no wayfinding or interpretive signs are proposed. Wetland buffer demarcation sign will be provided to identify and protect the critical area.

- Ground-floor commercial space shall include pedestrian amenities fronting the right-of-way. This may include adequate down-facing lighting, public seating or resting facilities, bicycle racks, small-scale landscaping consistent with the natural environment, and signage consistent with this design manual.

Response: Final pedestrian amenities will be determined with final building design, based on the site grades, final architectural design, and surrounding site design. these elements will be reviewed during the building permit process.

- Mixed-use developments that front the central plaza shall include ground-floor retail/commercial space to encourage pedestrian-level activity.

Response: The proposed mixed-use building does not front the central plaza identified in the North Short Subarea Plan. This standard does not apply.

2.6 Parks and Open Space

Intent and Character

A key feature of the North Shore is the Legacy Lands, which are over 240 acres of protected open space along the north shore of Lacamas Lake.

The intent of the subarea is to locate trails and open spaces throughout the area, as well as on the edge of the subarea to create buffers for wildlife and to provide recreation opportunities. Design guidelines for parks and open space should be applied to all developments that incorporate parks and open space uses, regardless of the zone of the development. Parks and open space uses could include public plazas, pocket parks, sustainable stormwater management, HOA/private parks with future development agreements, public easements, and streetscapes, including public gathering spaces.

Response: The proposed application will include multiple open spaces for the protection of existing on-site trees and critical areas, as well as providing recreational opportunities for residents.

Site Design Principles

The following principles apply to parks and open space.

- Private developments with future development agreements shall collaborate with the Parks and Recreation Department to ensure the design is consistent with Parks and Recreation standards. Any City-owned parks or developments involving parks / open space land dedications must comply with the City's parks and open space standards include in the Camas Parks, Recreation, and Open Space Plan.

Response: The proposed project will not have a development agreement and will not dedicate any open spaces to the City.

- Native soils, existing tree canopy, and topography shall be preserved to the greatest extent possible where feasible as determined by project engineers.

Response: The development proposes multiple open spaces for the protection of existing on-site trees and critical areas. Soil within the open space tracts will be protected. The proposed development will also follow the general topography of the site to the greatest extent possible. Refer to the Proposed Development Plans included with this application for more information.

- Parks and open space shall incorporate landscaping consistent with Section 4 to reflect the natural character of the subarea.

Response: The proposed development is protecting existing trees to the greatest extent practicable, protecting critical area, and proposed landscaping will include native and naturalized plant material selection to retain the natural character of the subarea. Refer to the Proposed Development Plans included with this application for more information.

- All public and regional trails throughout the subarea shall be constructed according to City specifications and refer to the design standards for trails in Appendix G of the Camas Parks, Recreation and Open Space Plan.

Response: Trails will be constructed to the City specifications. Refer to the Proposed Development Plans included with this application for more information.

- Path or bollard lighting shall be used along trails as appropriate and shall have low visual impacts to minimize interference with the natural environment while still provided safe use.

Response: Appropriate path lighting will be provided for the trail during final engineering with each phase the trail will be constructed in.

Section 3 – Streetscapes and Right-of-Way

Streetscapes refer to the elements within the public realm, typically within a right-of-way. Elements of the streetscape, such as streetlights, landscaping, benches, litter bins, etc., help set the tone of the public space. These guidelines are intended to provide a consistent theme and identity for streetscapes that reflect the natural surroundings and a small-town feel.

3.1 Design Guidelines

Street Lighting

Land use districts within the North Shore should employ lighting to set the tone for each distinct area. Not every district will use the same lighting type, but lighting elements in each district should match the general style and theme of the North Shore.

The following guidelines reflect the desire traditional “main street” lamppost form (e.g., four-sided, tapered profile) but with modern dark-sky features, including hooded luminaires directed downward to minimize shedding and light pollution.

- Lighting in the curb zone should be at the pedestrian scale, with place-identifying banners.
- Path and bollard lighting should use a traditional form and blend with natural surroundings.
- Streetlights should use a traditional form and include dark-sky features (downlighting and shielding)

Response: The application proposes street lighting to show illumination for the streets. The details of the street lighting will be determined and reviewed during final engineering.

Signage

- Consistent signage shall be used within the North Shore to establish a sense of place, signaling to visitors they are in a distinct, unique location.
- Materials should reflect the highlight the natural surroundings and promote a transitional “main street” composition.
- Non-street signs should be constructed of natural materials, such as wood and metal, to reflect the natural surroundings.
- Wayfinding and interpretive signage should be provided that directs people to historic, cultural, and natural resources throughout the area.
- Commercial blade or wall signs should be used to provide place identification at a pedestrian scale within the streetscape.

Response: No signs are proposed as part of this application. Any signs that will be installed will receive a sign permit prior to installation to ensure that sign meets the requirements.

Street Furniture

- Seating should be provided in public spaces (within mixed-use, commercial, and open spaces) to create passive recreation opportunities to pause or spend time.

- Planters should be used to provide transition from streetscapes to public plazas and establish a sense of place.
- To promote alternative transportation, proposed bicycle lanes, shared use paths, and trails should be supplemented with access to bicycle parking to allow for safe and easy transition from transit to interaction with commercial activities.
- Bike facilities shall be visually appealing and enhance the streetscape.
- Bike infrastructure, such as covered bike-parking, repair stations, and docked bike share, is encouraged near hubs in open space and commercial and mixed use areas.

Response: Street furniture is not proposed with this application. Any proposed street furniture will be reviewed with the final review of the multifamily and commercial site plans.

Street Landscaping

- Landscaped area in streetscapes should be designed to reflect the natural character and ecology of the Pacific Northwest and use drought tolerant native species that increase biodiversity. See Section 4 for additional details related to landscaping.

Response: Street trees and street landscaping in front of open space tracts are proposed with this application. Street landscaping in front of private residential lots and the multifamily and commercial lots will be provided during home construction or during final review of the multifamily and commercial site plans. Refer to the Proposed Development Plans included with this application for more information.

Tree Grates

- Custom tree and storm grates should be used to establish place identity and connect with natural surroundings.

Response: Tree grates and specific storm grates are not proposed with this application. Any proposed grates will be reviewed with the final review of the multifamily and commercial site plans.

3.2 Rights-of-Way

Rights-of-way refer to the components and dimensions of public streets, such as sidewalks, curb zones, bicycle facilities, and drive lanes. Each right-of-way standard in this manual is set as a minimum required standard, where creativity and expansion beyond the standard is encouraged to establish North Shore as a unique setting within Camas. Components, such as bulb-outs and midblock crossings, shall be incorporated to promote safe pedestrian activity, designed according to Camas Engineering Design Standards Manual. Street trees are to follow the Landscape Standards of the Camas Engineering Design Standards Manual and Section 3.3, Street Trees below.

Local Streets

Local streets are designated for residential areas with a speed limit of 25 miles per hour. The figure below identifies some of the key elements of local street rights-of-way. Street dimensions are represented as minimum requirements and will be subject to review by the City engineer.

Response: All proposed streets within the development are proposed to meet the North Shore Subarea standards.

The application proposes to construct N Rekdahl Avenue (public), "A" Street (public), N Webberley Street (public), "B" Street (public), "C" Street (public), "D" Street (public), N 49th Avenue, "E" Street (public), and N 51st Drive (public) as Local Streets with a 54-foot

right-of-way, a 28-foot paved width (including two 10-foot travel lane and 8-foot parking lane), 7-foot planter strips, and 6-foot detached sidewalks. The Applicant is proposing a deviation to the street standard for N Rekdahl Avenue to not construct the sidewalk on the south side, between Tract A and Tract C. The deviation is discussed earlier in this narrative.

The Applicant proposes to construct half-width improvements to the existing NE Everett Drive (public), which includes a 7-foot right-of-way dedication for a 27-foot half-width right-of-way, a 20-foot paved half-width for a 24-foot proposed paved width, and 6-foot attached sidewalk. A road deviation is requested for the attached sidewalk along NE Everett Drive. The deviation is discussed earlier in this narrative. Refer to the Proposed Development Plans included with this application for more information.

Collector Streets

Collectors are the main connectors between local streets and arterials. The figure below identifies some of the key elements of collector streets rights-of-way. Street dimensions are represented as minimum requirements and will be subject to review by the City engineer. Cross section details are subject to change, including the need for on-street parking in commercial nodes. Right-of-way elements should be modified to allow median turn lanes at intersections.

Response: The application proposed to construct SE 8th Street (public) as Collector Street with a 60-foot right-of-way, a 36-foot paved surface (including two 10-foot travel lanes, a 2-foot median curb, 5-foot bike lanes with 2-foot buffer strips), 6-foot planter strips, and 6-foot sidewalks. Refer to the Proposed Development Plans included with this application for more information.

Enhanced Pedestrian Crossings

Enhanced crossings provide additional pedestrian safety and elevate the design elements of the streetscape. Developers shall work closely with the City engineer to locate and design these elements.

Bulb Outs, Refuge Islands, and Midblock Crossings

- Bulb outs should be used at intersections and midblock pedestrian crossing to shorten distances and preserve a protective visibility range by removing parking spaces where cars may otherwise obscure the view of the sidewalk.
- Where feasibility, midblock crossings should be paired with bulb outs and refuge islands to shorten crossing distances across drive lanes.
- Raised crosswalks should be used to create a ramped speed table that allows pedestrians to cross at grade with the sidewalk. This design combines the effect of speed reduction with increased pedestrian visibility and accessibility.
- Midblock crossings shall be installed within block longer than 600 feet, or as designated by the City engineer.
- Pedestrian refuge islands shall be installed with midblock crossings and intersection of arterial streets.

Response: The proposed roadway network is made up mostly of Local Street with SE 8th Street the only higher classification as a Collector Street. No arterial street crossings are proposed with this development. Enhanced crossings are not typically used for local streets; therefore, no enhanced crossings are proposed. However, the Applicant is proposing curb bulb outs along N Rekdahl Avenue and N 49th Avenue for traffic calming measures. The bulb out locations were chosen where driveway conflicts are reduced for a crossing and to break up longer straight stretches of roadway. Refer to the Proposed Development Plans included with this application for more information.

3.3 Street Trees

Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape, including branching characteristics, rooting characteristics, disease resistance, and non-fruiting. Street trees shall be selected from the Camas Design Standard Manual.

- Street trees shall be a minimum of 2-inch caliper, fully branches, and staked at the time of planting.
- Street trees shall be maintained to provide 8 feet of clearance area under the canopy at the sidewalk and 10 feet of clearance at the street.
- Street trees shall be planted on all street frontages at minimum 30-foot on-center spacing, as measured along abutting curb.
- Street trees shall be placed a minimum of 2-1/2 feet from the back of the curb as measured from the center of the tree, unless otherwise specified by the City.
- Street tree planters shall be covered with Americans with Disabilities Act (ADA) accessible tree grates that are a minimum of 6 feet by 6 feet. Street tree placement shall not impede pedestrian access and shall allow for a minimum 6-foot path of travel (the ADA accessible tree grates may be placed within the path of travel to meet these specifications).

Response: Where feasible, street trees are proposed with this application. The proposed Local Street and Collector Street roadway sections require planter strips; therefore, no tree grates are proposed. Due to existing grades along NE Everett Drive, tree grates cannot be used as the sidewalk cannot be made wide enough to allow for pedestrians to pass a street tree. Refer to the Proposed Development Plans included with this application for more information.

IV. Conclusion

The Applicant is proposing a subdivision that will include 88 attached single-family residential lots, 118 detached single-family residential lots, one multifamily lot, and one mixed-use commercial lot. The multifamily lot will have three buildings with 88 multifamily residential units and the mixed-used commercial lot will have one 10,000-square-foot building with commercial on the ground floor and 16 multifamily units above. The proposed developments meet the requirements of the City of Camas HD-NS, LD-NS, POS-NS, and MX-NS zoning districts and other applicable portions of the City of Camas Municipal Code.

The submittal requirements have been met and the required findings made for all applicable approval criteria. These findings serve as the basis for the City to approve the application and are supported by substantial evidence in the application materials. Therefore, the Applicant respectfully requests approval of the proposed project (Camas Woods).