



PROJECT NARRATIVE
For

**LANDING AT GREEN
MOUNTAIN 2**

A PRELIMINARY TYPE III SUBDIVISION

Submitted to the
CITY OF CAMAS

FOR
Pacific Lifestyle Homes
11815 NE 99th Street Suite 1200
Vancouver, WA 98682

July 2025

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General Information

Applicant:

Pacific Lifestyle Homes

11815 NE 99th Street Suite 1200
Vancouver, WA 98682
(360) 597-7098
[NickE@buildplh.com](mailto:Nicke@buildplh.com)

Owner:

Linda Middagh

22015 NE 28th Street
Camas, WA 98607

Emmert Family III LLC

10470 SE Hillcrest Dr.
Happy Valley, OR 97086

Contact:

PLS Engineering

Contact: Jayson Taylor

604 W Evergreen Blvd
Vancouver, WA 98660
(360) 944-6519
pm@plsengineering.com

Location:

SW 1/4 Section 21, T2N, R3E, WM

Site Address:

22015 & 22111 NE 28th St. Camas, WA

Project Size:

9.6 acres

Jurisdiction:

Camas

Zoning:

R-7.5

Zoning Overlay:

Airport Overlay

Comprehensive Plan:

SFM

Current Use:

Single family residence

Tax Lot Information:

611175000, 173177000, 173210000

School District:

Evergreen

Elementary:

Harmony

Middle:

Pacific

High:

Union

Water District:

Camas

Sewer District:

Camas

Fire District:

Camas

Camas Project Reference:

PA24-1035

Project Description

The Landing at Green Mountain 2 proposes to subdivide 9.6 acres into 34 single-family detached residential lots in the R-7.5 zone utilizing density transfer standards. A concurrent Boundary Line Adjustment (BLA) is proposed to develop a modified parcel #17317700 that will contain 7.8 acres. Parcel 17321000 will be reduced to 1.9 acres. The intent is to record the BLA prior to final engineering approval.

The existing structures on parcel 17321000 will remain while all structures on parcel 173177000 will be removed.

The site is primarily field grass with landscaping and scattered trees. The site is bordered by NE 28th Street to the north, single-family residences to the east and west, and Camp Currie to the south.

Transportation and Utilities:

Primary access to the site is provided from N 82nd Avenue from the east. This project will extend N 82nd Avenue through the site and will include a temporary hammerhead turnaround until the parcel to the west develops.

NE 28th Street abuts the site to the north. Frontage improvements along this street will include additional right-of-way and pavement to meet the requirements for a 3-Lane Arterial. No vehicular access to NE 28th Street is proposed; a sidewalk connection will be made from the proposed cul-de-sac to NE 28th Street.

The internal public streets will be constructed according to standard detail number ST3. These streets will generally provide a 28' wide paved road within a 52' right-of-way with 5' sidewalks and 5' planter strips on each side. The E-W circulation roadway will be built to standard detail number ST2 and will include a 60' right-of-way.

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

The City of Camas is the water and sewer purveyor for the site. Existing water and sewer lines run along NE 28th Street to the north. The applicant expects to utilize a grinder pump system for sanitary sewer service for a majority of the proposed lots.

All onsite stormwater runoff will be routed to a stormwater detention facility prior to being released into a wetland buffer to the south of the site. Stormwater from pollution generating surfaces will be treated prior to entering the detention facility.

Critical Areas:

There are three Oregon White Oak trees located onsite that are proposed to be retained. There is also a wetland buffer that extends onto the site that affects the SW corner of the site, see the included Critical Areas Report for more information.

Proposal & Code Compliance Discussion

Title 16 – Environment

16.01 - SEPA

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

16.31 – Archaeological Resource Preservation

The site is located in an area of moderate to high and high probability for the presence of archaeological artifacts. The site is also within an Archaeological Site Buffer per Clark County GIS data. An Archaeological Predetermination Survey Report is required for this project. Archaeological Services, LLC (ASCC) performed an onsite field investigation on April 14, 2025. The report dated May 16, 2025 documents that no archaeological materials were found. A residence that dates to 1962 should Given the negative results of the predetermination, ASCC recommended that no further archaeological work is needed.

16.51 – Critical Areas - 16.53 Wetlands – 16.55 Critical Aquifer Recharge Areas - 16.61 Fish and Wildlife Habitat

There are three Oregon White Oak trees located onsite that are proposed to be retained. There is also a wetland buffer that extends onto the site that affects the SW corner of the site. The offsite wetland is estimated to be a Category II wetland. See the included Critical Areas Report for more information regarding critical areas. A tree protection plan has also been prepared which includes recommendations for the trees that are proposed to be retained including the Oregon White Oak trees.

Title 17 – Land Development

17.01.050 – Survey Content

17.01.050.B.2 addresses tracts shown on a preliminary plat. Two tracts are shown on the preliminary plat that will be privately owned and maintained by the future Homeowners Association. The following details the proposed tracts:

Tract:	Size	Use
A	36,532 sf	Park, Open Space, Storm Facility
B	9,775 sf	Open Space

17.11 – Subdivisions

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

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

17.11.030.D. - Criteria for Preliminary Plat Approval.

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

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

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

2. *Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual;*

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

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

The applicant is proposing frontage improvements to NE 28th Street and an extension of N 82nd Avenue through the site. New public internal streets will serve the site. The improvements meet the Camas Design Standard Manual. Please refer to the proposed plans and section 17.19.040 – *Infrastructure Standards* further below in this narrative.

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

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

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

The lots proposed are appropriate for the proposed single family residential use.

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

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

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

A transportation impact study has been prepared for this project. This study indicates that all existing roadway infrastructure that will be used to serve the site will operate at acceptable levels of service at the time of full buildout. The applicant will be required to contribute \$28,949 toward City of Vancouver projects for trip impacts to multiple intersections.

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

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

9. *Appropriate provisions, in accordance with RCW 58.17.110, are made for:*

- a. *The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and*

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

It is not likely that potential students would walk to schools from this site. Harmony Elementary is 2.9 miles from the site. Pacific Middle School is 3.2 miles from the site. Union High School is 1.9 miles from the site.

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

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

10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

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

17.19.030 – Tract, block and lot standards

- A. Critical areas will be clearly shown on the plat. Density transfer is proposed with this development.
- B. Blocks have been provided and multiple roadway stub streets are provided to the east from this development. The park land to the south does not allow for road circulation to the south.
- C. The use is compatible with existing uses therefore buffering is not required.
- D. All lots front on a public street. Lot lines generally run at right angles to streets. There are no double frontage lots proposed. Building envelopes are shown on the Preliminary Plans.
- E. There is a segment of the T-29 trail mapped at the southernmost end of the site. A wood chip path is proposed within Tract A that can be extended to the east or west.
- F. Landscaping will be provided on each lot and within common areas as required by code. Please see section *18.13 – Landscaping* below as well as the Preliminary Landscape Plan which has been submitted with this application for reference.
- G. A 6' public utility easement is proposed along the street frontage of all lots for electric lines and other public utilities not owned by the city.
- H. There are no watercourses located on or near the site.
- I. Street signs will be installed by the developer.
- J. Street lighting is proposed for the development along the public street as required.

17.19.040 – Infrastructure Standards

NE 28th Street is an existing 3-lane arterial that abuts the site to the north. Half-width improvements are proposed as part of this project. A 37' half-width right-of-way will be

provided with a 23' half-width paved roadway, 6' detached sidewalks and a 6' planter strip. No direct access to NE 28th Street is proposed other than a sidewalk connection.

N 82nd Avenue is a proposed 2-lane public road that meets the street standards for a Local Road Section B. A 60' right-of-way, 36' paved width, 5' detached sidewalks with planter strips is proposed. This street is an extension that stubs into the site from the east. This development will extend the street through the site, stubbing it to the west for future development. A temporary hammerhead turnaround is proposed that can be removed once the parcel to the west develops.

All other proposed internal streets meet the standards for a Local Road Section A, providing a 52' right-of-way, 28' paved surface with 5' sidewalks and planter strips on both sides. Wright Court street terminates in a cul-de-sac to the north. Streets are stubbed to the west for future development. A temporary hammerhead turnaround is proposed on the proposed dead end street stubs.

Streetlights will be installed per code requirements and will be shown at the time of Final Engineering.

<u>Table 17.19.040-2 Minimum Public Street Standards</u>			
Roadway Type	ROW Width	Pavement Width	Sidewalk
A. Street	52'	28'	5' detached both sides of the street with planter strip. No parking on one side.
B. 2-Lane Local Access Street	60'	36'	Five foot detached sidewalks required on both sides of the street, with planter strip. Bike lanes required on collectors and arterials, no on-street parking.

No private streets are proposed.

Circulation:

The site is designed to meet the circulation standards of the city. The N-S block length between NE 28th Street and N 82nd Avenue is 515'. This is less than the maximum allowed block length of 600'. N 82nd Avenue is stubbed to the property to the west to allow for future developments to meet circulation standards and meet intersection spacing standards on NE 28th Street. The parcel to the south is not within the urban growth boundary and is also owned by Clark County. No vehicular circulation is shown extended to the south. A pedestrian easement will be provided on the south end of the site that will allow for a public trail.

Turnarounds:

Wright Court will terminate in a cul-de-sac that can be utilized as a fire turnaround. The dead-end length of the street as measured from the face of curb on NE 82nd Avenue is 495'. The

cul-de-sac has a 44' radius as measured to the back of sidewalk and complies with standard detail ST-36.

Intersection Design:

Intersections have been designed at right angles.

Pedestrian/Bicycle Circulation:

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

Traffic Study:

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

1. "The proposed Landing at Green Mountain Phase 2 project will include the construction of a residential subdivision at/near 22111 NE 28th Street in Camas, Washington. The proposal will include the construction of 34 single-family detached houses, removing/maintaining one existing single-family house for a net increase of 33 houses. Access to the site will be provided via a planned south leg at the intersection of N Hargrave Street at NE 28th Street.
2. The trip generation calculations show that the proposed subdivision is projected to generate an additional 23 AM peak hour trips, 31 PM peak hour trips, and 310 average weekday trips.
3. The proposed development is projected to impact nine of the transportation facilities where proportionate share fees are being collected by the City of Vancouver. The proposed development application will need to contribute a proportionate share fee of \$31,099 toward these transportation improvement projects.
4. No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no crash-related mitigation is necessary or recommended as part of the proposed development application.
5. Traffic signal and all-way stop-control warrants are not projected to be met at any of the applicable study intersections under any analysis scenario through the 2027 site buildout year. Accordingly, no revisions to traffic controls are necessary or recommended as part of the proposed Landing at Green Mountain Phase 2 project.
6. The proposed development will reconstruct its associated street frontage with NE 28th Street to include pedestrian and bicycle facilities in accordance with City of Camas street standards. Additionally, appropriate pedestrian and bicycle facilities will be constructed within site internal streets to accommodate student pickup/drop-off via school bus. Therefore, adequate pedestrian and bicycle facilities will be available to accommodate students who may reside within the proposed Landing at Green Mountain Phase 2 subdivision, and no further mitigation to pedestrian and bicycle facilities are necessary and recommended.

7. All study intersections are currently operating acceptably per applicable agency standards and are projected to continue operating acceptably through the 2027 buildout year of the site. Accordingly, no operational mitigation is necessary or recommended at the study intersections as part of the proposed development application.
8. The northeast bound left-turn lane at the intersection of NE Ingle Road at NE Goodwin Road is projected to experience 95th percentile queues which exceed the available striped lane storage. However, this excess queue can be accommodated by the northeast bound through lane without extending back to any other public intersection or driveway along NE Goodwin Road. Limited to no impacts to other intersections, as well as the study intersection itself, are expected to occur due to this queuing. Therefore, no queuing-related mitigation at the intersection is recommended as part of the proposed development.”

Sewer and Water

The site will be served by the City of Camas for public sewer service. There is an 8” gravity main located in the north half of NE 28th Street. Due to the existing grade that slopes significantly away from NE 28th Street, all lots will be serve by a grinder pump system.

City of Camas will provide public water service. There in an existing 12” water main located in the south half of NE 28th Street. The development will extend a new 8” water main through the site from NE 28th Street to serve the new lots. Two new fire hydrants are proposed within the development.

Stormwater and Erosion Control

Stormwater runoff from pollution generating surfaces is proposed to be treated using filter cartridges and then routed to a detention pond on the south end of the site.

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

Title 18 - Zoning

18.07 – Use Authorization

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

18.09 – Density and Dimensions

Lots in the R-7.5 zone are required to meet the requirements of Table 1 of CMC 18.09.040. The applicant proposes to utilize density transfer standards and is requesting smaller lot sizes and setbacks due to the open space dedication provided.

Table 1 – Density and Dimensions for Single-family Residential Zones			
	R-7.5	Density Transfer	Proposed
Maximum density (dwelling units/net acre)	5.8	5.8	3.62
Average lot area (square feet)	7,500	-	5,824**
Minimum lot size (square feet)	6,000	5,250	5,000*
Maximum lot size (square feet)	12,000	9,000	41,512***
Minimum lot width (feet)	70	60	50*
Minimum lot depth (feet)	90	80	100'
Maximum building lot coverage	40%	40%	50%, 55% for single level homes*
Maximum building height (feet)	35	35	35

* Additional flexibility requested per CMC 18.09.060.D

**Excluding 1.9 acre parent parcel

***One time exception for parent parcel

Table 2 – Building Setbacks for Single-family Residential Zones	
Minimum front yard	20'*
Minimum side yard	5'
Minimum side yard flanking a street and corner lot rear yard	10'
Minimum rear yard	25'*
Maximum lot frontage on a cul-de-sac or curve	30'

*Additional flexibility requested per CMC 18.09.060.D

The proposal qualifies to be reviewed under the density transfer standards due to the fact that the proposal includes critical areas and recreational area tracts within the land division. The main open space tract is 0.84 acres in size and includes recreational amenities including trails and picnic benches. The sites' critical area including wetland buffers two Oregon White Oak trees are proposed to be retained within the open space tract.

The density transfer code section in the Camas Municipal Code 18.09.060.D states:

“Where a tract under "C" above, includes one-half acre or more of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards under CMC [Section 18.09.040](#) Table 1 and 2. In no case shall the maximum density of the overall site be exceeded. A letter explaining the request for negotiated flexibility shall be submitted to the director for consideration.”

The proposed open space tract exceeds $\frac{1}{2}$ acre of contiguous area, therefore the site qualifies for flexibility in regards to lot standards. Per Camas Municipal Code 18.09.060 the applicant is requesting flexibility in the following code requirements:

- Reduced average lot size of 5,824 sf
- Reduced minimum lot size of 5,000 sf
- Reduced minimum lot width of 50'
- Reduced minimum front or front porch setback of 15'
- Reduced minimum garage setback of 20'
- Reduced minimum rear setback of 15'
- Increased lot coverage of 55% for single-story homes and 50% for two-story homes

The proposed requests are reasonable, and the minimum required to attain the allowed density on this site while still providing a mix of marketable homes. The reductions stated above are proposed to replace the standards of Camas Municipal Code 18.09.040. In return for flexibility to lot standards the applicant will provide trails and picnic tables within the recreational open space. This area can be owned and maintained by a homeowner's association or by the city if desired. Pedestrian paths are proposed to be stubbed to the east and west to be extended with future development. Attractive landscaping will be provided in the park area, and it will support a range of recreational activities.

With the proposed open space and the standards of integration of various lot sizes within the community, we believe that the proposed subdivision meets the intent of the zoning code and would result in an overall benefit for the public and the future residents of the community. This proposal achieves the desired density for the area which will help meet housing goals for the City. Increased housing helps to provide affordable housing which is an on-going issue in the greater Clark County area.

18.11 – Parking

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

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

18.13 – Landscaping

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

A 20-unit/acre tree density per net acre has been incorporated into the site plan. The tree density is met by providing street trees, and plantings withing the proposed tract areas. The proposed and adjacent uses are residential or open space, so specific landscape buffers are not required.

18.15 – Signs

No signs are proposed with this project at this time.

18.17 – Supplemental Development Standards

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

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

18.34 – Airport Overlay Zoning

The site is located within one mile of the Grove Field Airport, within Zone C of the overlay. City of Camas code recommends, “Whenever a property owner within zone C applies for a building permit, it is recommended that the owner be informed of construction or remodeling techniques that would decrease the noise associated with the airport operation and heavy air traffic areas.” No uses are prohibited in this zone.

18.55 – Administration and Procedures

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

A preapplication meeting is required per CMC 18.55.060. A preapplication conference was held on January 23, 2025 and a land use application was submitted within 180 days.

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