# STAFF REPORT

## The Reserve at Green Mountain Subdivision

Planning Case SUB25-1004

Report Date: December 3, 2025

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| **TO** | Hearings Examiner | **HEARING DATE** | December 9, 2025 |
| **PROPOSAL** | To subdivide approximately 11.3 acres into 38 single-family residential lots. | | |
| **LOCATION** | The site is located at 2625 NE Goodwin Road in the SW ¼ of Section 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel number 173192000. | | |
| **PROPERTY OWNER** | Marwan A. Bahu<br>PO Box 744<br>San Clemente, CA 92672 | **APPLICANT** | PLS Engineering<br>Attn: Jayson Taylor<br>604 W Evergreen Boulevard<br>Vancouver, WA 98660 |
| **APPLICATION SUBMITTED** | May 28, 2025 | **APPLICATION COMPLETE** | September 2, 2025 |
| **SEPA** | The City issued a SEPA Determination of Non-significance (DNS) on October 16, 2025, with a comment period that ended on October 30, 2025. The SEPA DNS was mailed to property owners on October 15, 2025, and published in the Post Record on October 65, 2022, as Legal publication #142050. | | |
| **PUBLIC NOTICES** | A Notice of Application was mailed to property owners within 300 feet of the site on October 8, 2025, and published in the Post Record on October 9, 2025. Legal publication #1040940.<br><br>A Notice of Public Hearing was mailed to property owners within 300 feet of the site on November 19, 2025, and published in the Post Record on November 20, 2025. Legal publication #1049780. | | |

APPLICABLE LAW: The application was submitted on May 28, 2025, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic* type.]

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## SUMMARY

An application has been made to the City of Camas for preliminary plat approval to subdivide approximately 11.3 acres, situated in the R-7.5 Single-Family Residential Zone. The preliminary plat proposes to subdivide the subject property into 38 lots, ranging in size from approximately 4,541 – 12,256 square-feet.

Surrounding uses to the north, west, and east are single-family residential. To the south of the project site is Camp Currie. The single-family residential properties immediately to the east and west of the subject site are in the R-7.5 zone. The properties to the north (across Goodwin Road) are zoned R-6. The property adjacent to the southerly property line is zoned PF – Public Facilities and LI/BP – Light Industrial/Business Park.

The subject property is currently developed with one single-family residence that is proposed to remain as part of the future development of 37 additional single-family residences. The site is primarily field grass with landscaping and scattered trees. The site contains a wetland on the west/southwest portion of the site, a seasonal non-fish bearing stream on the southeast portion of the site, an Urban Conservancy Shoreline area associated with Lacamas Creek (located approximately 0.25 miles southwest of the site), Oregon white oaks, an archeological site buffer and is within a Category 2 Recharge Area per Clark County GIS maps. In addition, WDFW maps cave or cave-rich areas however no caves or rock outcroppings are present onsite. Buffer reduction, averaging, and enhancement are proposed for impacts to wetland buffers. All onsite oak trees are proposed to be retained. There are no direct impacts to the onsite wetland and associated shoreline. The preliminary plans indicate that there will be tracts set aside for a stormwater facility, open space, access, landscaping, stormwater facilities, and other related infrastructure.

The proposed preliminary plat does or can comply with the applicable standards of the Camas Municipal Code (CMC) and Revised Code of Washington (RCW).

## FINDINGS

### *Chapter 16.07 State Environmental Policy Act*

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on December 15, 2022, as the proposed development includes more than nine residential dwelling units per CMC 16.07.020.A.1. and contains critical areas. The comment period ended October 30. 2025. Three comments were received. One comment was from the Department of Fish and Wildlife (WDFW) regarding the existing Oregon white oak trees located onsite (Exhibit 31), one from the Department of Archeology and Historic Preservation (DAHP) with a recommendation for a project-specific Inadvertent Discovery Plan (Exhibit 29), and one from the Cowlitz Indian Tribe (Exhibit 30), also with a

recommendation for a project-specific Inadvertent Discovery Plan given that the project is within the Cowlitz Indian Tribe's area of concern. These comments are addressed throughout the report.

> **FINDING:** Staff finds the comments provided by the WDFW, DAHP, and the Cowlitz Indian Tribe should be complied with.

## *Chapter 16.31 Archaeological Preservation*

The subject property is located in an area of moderate to high and high probability for the presence of archeological artifacts; therefore, an archaeological predetermination report has been prepared for the site. The report prepared by Archeological Services LLC, dated April 11, 2025, was sent to the Department of Archaeology and Historic Preservation as well as the tribes. Based on the findings in the report, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

> **FINDING:** Staff finds a condition of approval is warranted that if potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation, the Cowlitz Indian Tribe, and the City shall be notified. A condition of approval for a site-specific Inadvertent Discovery Plan will also be required based on comments received during the SEPA comment period.

## *Chapter 16.51 Critical Areas*

***CMC Chapters 16.53 – Wetlands, Chapter 16.55 – Critical Aquifer Recharge Areas, & Chapter 16.61 – Fish and Wildlife Habitat Conservation Areas***

Per Clark County GIS, the subject property is mapped as having wetlands within the southeast end of the site. A Critical Areas Report prepared by Ash Eco Solutions (AES) dated May 1, 2025 (Exhibit 5). AES identified two Category II wetlands, one partially located onsite along the west parcel boundary and the second located just offsite to the southeast. A High Land Use Intensity (LUI) such as the proposed subdivision establishes a 260-foot wetland buffer for each wetland.

The Critical Areas Report also addresses several Oregon white oaks onsite as well as a non-fish bearing un-named stream in the southeast corner of the site.

All Oregon white oaks will be retained onsite. The site has been designed to avoid the oak canopy therefore no impacts are proposed to the oak habitat. The project proposes a reduction of the 260-foot High LUI wetland buffer to the 195-foot Moderate LUI buffer by establishing a 100-foot minimum corridor between Category II wetlands and the onsite Oregon white oak priority habitat, as allowed in CMC 16.53.050.C.1.a.i-ii. After modifying the standard buffer from 260-feet to 195-feet and applying the above outlined avoidance and minimization measures to the onsite critical areas, the project will have unavoidable impacts to two portions of the outer 195-feet wetland buffer: Lots 21-25 and the stormwater facility are located within a portion of the modified wetland buffer. A Buffer Mitigation Plan is included in the Critical Areas Report that provides onsite mitigation for critical area impacts. The project has been designed to avoid direct impacts to the wetlands, Oregon white oak habitat, and the highest functioning mature forested buffer habitat present onsite. Mitigation measures will include "extensive wetland buffer enhancement and Oregon white oak habitat restoration – including habitat corridor connectivity between these historically separated habitats. Therefore, the unavoidable impacts will be offset with adequate mitigation onsite for a no net loss of habitat function or values."

Staff recommends a condition of approval to follow all recommendations included in the Buffer Mitigation Plan as noted in the Critical Areas Report. A condition of approval will also be added for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers

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

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

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

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

> **FINDING:** Staff finds the proposal, as conditioned, can or will comply with the applicable provisions of CMC Title 16 Environment as discussed above.

## *Chapter 17.11 Subdivisions*

**CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:**
*The hearings examiner's decision on application for preliminary plat approval shall be based on the following criteria:*

***1. The proposed subdivision is in conformance with the Camas Comprehensive Plan, Parks and Open Space Comprehensive Plan, Neighborhood Traffic Management Plan, and any other City adopted plans.***

Comprehensive Plan

The subject property is designated as Single-Family Medium in the City's Comprehensive Plan, which includes the Single-Family Residential R-7.5 zone designation.

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

- Land Use Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- Land Use Policy 1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- Land Use Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- Housing Policy 1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- Housing Policy 1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. The proposed houses, when constructed, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan

The 2022 Parks and Recreation Open Space Plan (PROS) identifies the future T-29 trail that is shown to traverse west-to-east through the southernmost limits of the proposed subdivision. The property located to the south and east of the proposed development is owned by Clark County Parks. Per the City's 2022 General Sewer Plan (GSP) a future sanitary sewer pressure main, traversing west-to-east, from the Goodwin Road Lift Station (LS) to NE 232nd Avenue is proposed. The applicant is required to construct a segment of the T-29 public access trail that will be located on said development. An easement over and under the segment of the T-29 is required that encompasses both the public access trail and the future sanitary sewer main.

Staff recommends a condition of approval that prior to final plat approval, the applicant is required to show an easement encompassing the T-29 public access trail and the future sanitary sewer pressure main.

Neighborhood Traffic Management Plan: The City has a Neighborhood Traffic Management Plan (NTM). The NTM plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADT) or more.

The Transportation Impact Study (TIA) prepared by Lancaster Mobley (Exhibit 3, Table 3, page 8), dated April 23, 2025, found the project is expected to generate approximately 348 net new trips, Average Daily Trips (ADTs) with 26 new AM Peak Hour trips (7 In / 19 Out) and 35 PM Peak Hour trips (22 In / 13 Out). Therefore, the proposed development will not be required to install traffic calming features.

**FINDING:** Staff finds that the proposed project, can and will meet the requirements as noted in the City's NTM plan.

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

Water:
In accordance with CMC 17.19.040.C.4 Water System, each lot within a development shall be served by a water distribution system designed and installed in accordance with the city's *Design Standards Manual* (CDSM).

There is an existing 12-inch ductile iron (DI) water main that was constructed in 2017 as part of the Green Mountain Estates Offsite Utility improvements. The 12-inch DI water main was extended from the intersection of NE 28th Street and NE Ingle Road east to the intersection of NE 28th Street and Boxwood Avenue. The 12-inch DI main was then upsized to a 24-inch DI water at said intersection and extended east to the easternmost property line of Green Mountain Estates.

The existing DI water main along the frontage of the proposed development is an existing 12-inch DI water main that is located on the south side NE 28th Street. Per the CDSM, a minimum 8-inch water distribution main is to be tapped off the 12-inch DI water main and extended the benefit of the proposed development with a minimum 1-inch water service provided to each single-family lot and a minimum 1-inch irrigation service to each open space tract.

Preliminary utility plans were submitted with the application (Exhibit 11). The utility plans (Exhibit 11) show the required 8-inch DI water main at the intersection of proposed Street 'A' and NE 28th Street. The new 8-inch DI water main is shown to extend south throughout the development to the proposed cul-de-sacs on Street 'B' and Street 'C', and the proposed private streets, Street 'D' and Tract 'A'. The 8-inch DI water main in future Tract 'A' is to be extended to a blowoff valve assembly at the westernmost property line of the proposed development for the benefit of any future development on Parcel No. 173171000.

Dead-end blowoff valves are also required at the future cul-de-sacs on Street 'B' and Street 'C', and at the end of future Street 'D'.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans to include the following:

- The new 8-inch DI water main from NE 28th Street south throughout the development to the proposed cul-de-sacs on Street 'B' and Street 'C', and the proposed private streets in Street 'D' and Tract 'A'.
- The 8-inch DI water main in future Tract 'A' is to be extended to a blowoff valve assembly at the westernmost property line of the proposed development for the benefit of any future development on Parcel No. 173171000.
- Dead-end blowoff valves are also required at the future cul-de-sacs on Street 'B' and Street 'C', and at the end of future private Street 'D' aka Tract D.
- All water services are to be located perpendicular from the main to each lot.
- A utility easement, over and under the water main in Tract A and Tract B is to be shown on the engineering plans and the final plat.

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code.

The utility plans (Exhibit 11) show an existing fire hydrant on the south side of NE 28th Street behind future Lots 6 and 7. Future fire hydrants are shown to be proposed at the end of the cul-de-sacs on future Street 'B' and Street 'C'. Due to spacing requirements for fire hydrants, an additional onsite fire hydrant is to be located near the intersection a of future Street 'A' and future Street 'B'.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit revised water utility plans that show in addition to the proposed fire hydrants at the end of the future cul-de-sacs, an additional fire hydrant is to be located near the intersection of future Street 'A' and future Street 'B'.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a water service for an irrigation meter. Irrigation services are to be a minimum 1-inch service. The size of the irrigation meter is to be determined in advance and shown on the water utility plans and the landscape plans. The owner of the open space tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised water utility plans and landscape plans showing the locations of all proposed irrigation services and the size of each proposed irrigation meter.

**FINDINGS:** Staff finds that, as conditioned, adequate provisions for water can or will be made in accordance with CDSM and CMC 17.19.040.

Storm Drainage:

In accordance with CMC 17.19.040.C.3 the storm drainage collection system shall meet the requirements of the city's stormwater standards, the *Camas Design Standards Manual* (CDSM), and CMC 14.02 Stormwater Control.

Per Clark GIS Property Information, the site for the proposed development is approximately 8.84 acres (385,070 SF) in size. Per Figure 1-3.2: Flow Chart for Determining Requirements for Redevelopment of Ecology's Stormwater Management Manual for Western Washington (SWMMWW), if the land-disturbing

activities are greater than 7,000-square feet, minimum requirements (MRs) 1-9 will apply. The proposed development, Parcel No. 173192000 is approximately 11.67 acres (508,345 SF) in size and will have land-disturbing activities greater than 7,000-square feet, therefore Minimum Requirements (MRs) 1-9 apply.

A preliminary stormwater Technical Information Report (PTIR), dated May 2025, was prepared by PLS Engineering. A revised PTIR was submitted in August 2025 (Exhibit 21). Per the revised PTIR the site contains an existing single-family residences and various other structures. The reminder of the site is vegetated with grass, weeds, and a variety of trees. The site slopes generally from the northeast to the southwest with grades ranging from 2% to 6% and elevations that range from no greater that 192-feet to 232-feet.

MR #1 – Preparation of Stormwater Site Plans: The preliminary utility plans (Exhibit 11) were incomplete, as the plans did not include a full set of stormwater plans; design plans for the stormwater facilities; nor profiles of said conveyance system.

> Staff recommends a condition of approval that prior to engineering plan approval the applicant should submit a complete set of stormwater plans, and the stormwater facility plans for review and approval, per MR #1 of the TIR.

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was included as Appendix E of the preliminary TIR. The SWPPP does not include the contractor information.

> Staff recommends a condition of approval that prior to any land-disturbing activities, the applicant should be required to submit a revised SWPPP with the contractor and CESCL information.

MR #3 – Source Control of Pollution: Section D of the preliminary TIR addresses the various BMPs required for source control on page 4 of 16.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: Section The preliminary TIR states that the onsite runoff flows to the southeast corner of the site. The existing runoff will be collected; some will be infiltrated, and the rest will be released at rates in compliance with Ecology's 2024 SWMMWW manual. This method is proposed to maintain and preserve the natural drainage systems.

MR #5 – On-Site Stormwater Management: Section E of the preliminary TIR provides a list of BMPs that are proposed to meet on-site stormwater management, which includes the catch basins, manholes, conveyance piping, and a stormwater detention facility.

MR #6 – Runoff Treatment: Section F of the preliminary TIR addresses the runoff treatment. Treatment is proposed via a stormwater treatment manhole that will discharge to a stormwater treatment vault prior to discharging to the stormwater detention facility, then to the stormwater control manhole and out to the stormwater outfall structure and the existing wetlands. Treatment and detention structures are not to be located outside of the public right-of-way. The stormwater treatment manhole is shown to be located at the southernmost end of the private street on Tract D.

MR #7 – Flow Control: Section G, pages 6 and 7 of 16, of the preliminary stormwater report (TIR), addresses the requirements for flow control. Flow control measures were designed in accordance with Ecology's 2024 SWMMWW. Stormwater discharges are to match the '… *pre-developed durations for the range of pre-developed discharge rates from 50% of the 2-year peak flow up to the full 50-year peak flow.*'

Due to that shallow ground water depth, infiltration is not viable, therefore stormwater will be detained in a stormwater detention facility with a flow control manhole that will limit the discharge rate to the existing wetlands.

MR #8 – Wetlands Protection: Per the preliminary TIR the proposed development site consists of a category II NWI (National Wetlands Inventory) wetland located in the southwest corner of the site. Appendix F, Environmental Documentation, Critical Areas Report & Buffer Mitigation Plan (page 243 of 317) provides documentation of said wetland and discusses the impact on the wetland in Section H of the Critical Area Report.

MR #9 – Operation and Maintenance (O&M): The preliminary TIR provided a copy of the City of Camas' June 2022 *Stormwater Sewer System Operations & Maintenance Manual* (O&M) in Appendix D.

Per CMC 14.02 and 17.19.040, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts and overland surface flow as noted below:

- CMC 14.02 Stormwater Control:
  14.02.010.B.2 Minimize damage to property from increased runoff rates and volumes.
- CMC 17.19 Design and Improvement Standards:
  17.19.040.C.3 Storm Drainage - The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.
  17.19.040.C.3.e - All lots shall provide drainage for stormwater runoff from roof and footing drains to an approved drainage system. Rear yard low point area drains and/or storm drain lateral stubs connected to an approved drainage system shall be provided to each lot as necessary to prevent stormwater runoff impacts to adjoining parcels as determined by the city.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should submit a revised stormwater plan for Lots 1-38. Said plans should ensure that adjacent parcels and downstream drainageways and/or adjacent properties are not negatively affected by roof drain downspouts and surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

Per CMC 17.19.040.C.a, storm drainage facilities shall be placed on their own tract or within an open space tract and are to be owned and maintained by the homeowners and/or the HOA.

The preliminary utility plans (Exhibit 11) propose to construct the stormwater detention facility, treatment vault, treatment manhole, and storm control manhole at the southern end of Tract D, which is a private road. The storm detention facility is shown to be in Tract F, which is also the tract for critical areas, Oregon White Oaks, picnic areas, parking stalls, the T-29 public trail, with a sanitary sewer force main easement over said T-29 trail.

Staff recommends a condition of approval that, prior to engineering plan approval, the applicant should submit a revised utility plan/stormwater plans that locate the stormwater detention facility, treatment manhole, treatment vault, storm control manhole, etc. in its own stormwater Tract.

Staff recommends a condition of approval that, prior to final plat approval, the applicant should submit a revised utility plan/stormwater plans that locate the stormwater detention facility, treatment manhole, treatment vault, storm control manhole, etc. in its own stormwater Tract.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. The 2-year maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance.

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations/homeowners). At completion of the 2-year warranty period, the stormwater facilities in

Tracts A, D, and F will be owned and maintained by the Homeowner's Association/homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract D.

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

Proposed Plat Notes:

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

Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located in Tracts A, D, and F.

**FINDINGS:** Staff finds that, as conditioned, the applicant can and will make adequate provisions for stormwater control, conveyance, and water quality treatment.

Erosion Control:

In accordance with CMC 14.06 Erosion Control, adequate erosion control measures are to be provided during the site improvements for the proposed development in accordance with the *Camas Design Standards Manual* (CDSM) and Ecology's *Stormwater Management Manual for Western Washington* (SWMMWW).

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. The preliminary plans that were submitted with the application, did not include the erosion and sediment control plans.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should be required to submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

Per CMC 17.21.030.C construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.

Per Clark GIS Property Information, the site for the proposed development is approximately 8.84 acres (385,070 SF) in size.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to land-disturbing activities of one acre or more. The erosion control financial security is to be submitted to the city prior to start of any land-disturbing activities. Additionally, the applicant will be required to provide a copy of both their *NPDES General Construction Stormwater Permit* (GCSWP) and their *Stormwater Pollution Prevention Plan* (SWPPP), which is a requirement of the NPDES GCSWP permit. The NPDES GCSWP permit is issued by the Washington State Department of Ecology for land-disturbing activities of an acre or more.

Staff recommends a condition of approval that prior to any land-disturbing activities, a copy of Ecology's NPDES GCSWP permit, the SWPPP with contractor information, and the financial security for erosion and sediment control are to be submitted to the city.

Staff recommends a condition of approval that prior to any land-disturbing activities, which includes tree cutting, clearing and grading, and an approved set of engineering plans, including the erosion prevention and sediment control measures is required.

**FINDINGS:** Staff finds that, as conditioned, adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal:

In accordance with CMC 17.19.040.C.2, sanitary sewers shall be provided and designed in accordance with the city's *Design Standards Manual* (CDSM).

The General Sewer Plan Amendment of April 2010 (GSP) provides a plan on how the Northshore (previously known as the North Urban Growth Area (NUGA)) will be served. The Northshore is divided into six basins served by multiple regional pump stations and major force main and gravity piping systems. The GSP calls for traditional gravity sewer flows (including solids) from all six basins to be directed south and east along the north side of Lacamas Lake.

The subject property is located in Basin 1 as shown in the GSP. As described above, Basin 1 is to be permanently serviced by the regional pump station and force main system along the north side of Lacamas Lake. The city constructed the North Shore Sewer Transmission System (aka NUGA-STS) in 2018. This system begins at the Goodwin Road Pump Station (No. 1), the regional pump station that is located on Goodwin Road just west of the intersection of Ingle Road and Goodwin Road.

The City's General Sewer Plan and Sewer System Development Charge Calculations assume that 66 percent of the permanent system will be constructed by the development community. As such, prior to building permit issuance, the Applicant will be required to provide a proportionate share payment of the NUGA-STS necessary to serve the site. The proportionate share amount has been determined to be $1,235.77 per Lot.

Staff recommends a condition of approval that prior to final plat approval, a plat note addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STS) is warranted.

Proposed Plat Note:
At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.

There is an existing 8-inch gravity sanitary sewer main located in NE 28th Street in the center of the roadway. The preliminary utility plans (Exhibit 11) propose to construct an 8-inch gravity sanitary sewer main, tapped off the existing 8-inch gravity sanitary sewer main in NE 28th Street, south through Street 'A' and the northern section of Street 'B' to a sanitary sewer manhole at the intersection of Street 'B' and private street Tract 'A'. The 8-inch gravity sewer main is then shown to transition to a 2-inch sanitary sewer force main to the end of Tract 'A' and extended south to the cul-de-sacs at the end of Street 'C', Street 'B', and south to the end of the private Street 'D'.

Based on the preliminary utility plans: Lots 1, 2, 3, 4, 37, and 38 will have conventional gravity sewer laterals. The remainder of the development, Lots 5 through 36 will be served by the 2-inch sanitary force main and grinder pump system due to the existing and proposed grades slope away from NE 28th Street. All sanitary sewer laterals are to be laid perpendicularly from the main to the lot. The grinder pumps are to be owned and maintained by the each of the property owners on Lots 5 through 36.

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

- Calculations verifying that the sanitary sewer force main is adequately sized for solids and effluent to be pumped up to the highest point in the conventional gravity sewer main.
- An odor control system is to be installed at the sanitary sewer manhole that allows for the transition from conventional gravity to sanitary force main.
- All sanitary sewer laterals are to be laid perpendicularly from the mains to the lots.
- Calculations verifying that the pressure sewer laterals, from the grinder pumps to the force main, are adequately sized for solids and effluent.
- Grinder pumps and laterals are to be per the Camas Design Standards Manual (CDSM).
- The 2-inch sanitary sewer force main in Tract 'A', private street, is to be extended to the eastern property line of Parcel No. 173171000 to allow for future developments.

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

- The grinder pumps for Lots 5 through 36 are to be owned and maintained by the property owners.
- A utility easement for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main located in Tract 'A' and Tract 'D' private roads.

Proposed Plat Notes:

- The grinder pumps for Lots 5 through 36 are to be owned and maintained by the property owners.
- A utility easement for access, maintenance, replacement, repair, or extension over and under the sanitary sewer force main located in Tract 'A' and Tract 'D' private roads.

**FINDINGS:** Staff finds that, as conditioned, adequate provisions for sanitary sewage disposal can or will be made.

[Existing wells, septic tanks, and septic drain fields]:
Per CMC 17.19.020.A.3 requires abandonment of existing wells, septic tanks, and septic drain fields. Any existing wells, septic tanks and drain fields should be properly decommissioned in accordance with State and County guidelines. If applicable, any water rights associated with the decommissioned well(s) shall be transferred to the City.

The existing single-family residence is served by a well and a septic system. Upon completion of the city water and sewer systems for the proposed development, the existing residence is to be connected to the city's water and sewer mains, and the well and septic system are to be decommissioned.

Staff recommends a condition of approval that prior to final acceptance, the existing single-family residence is to be connected to city water and sewer and any the existing wells and/or septic systems, which includes septic tanks and drain fields, are to be decommissioned and documentation should be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

**FINDINGS:** Staff finds that, as conditioned, adequate provisions for decommissioning of existing wells and septic systems can or will be made.

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

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

The proposed development is located on the south side of NE 28th Street, which is designated as an unimproved 3-lane arterial, per the 2016 Road Designation Comprehensive Plan, on both sides of NE 28th Street along the frontage of the proposed development.

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

Per CDSM *Table 2 – General Guidelines for Geometry of a Roadway*, 3-lane collectors / arterials are to consist of a 74-foot right-of-way width, a 46-foot-wide paved street width, 6-foot-wide sidewalk, 5.5 to 7.5-foot-wide planter strip, and no on-street parking permitted on either side.

The preliminary plat (Exhibit 10) includes the half-width street improvements along the frontage of the proposed development on NE 28th Street, consisting of the minimum 37-foot half width right-of-way, 23—foot paved surface, a 6-foot-wide sidewalk, and an 8-foot-wide planter strip. ***The preliminary plans for half-width street improvements along the frontage of the proposed development meet the minimum street standards for a 3-lane arterial in accordance with the CDSM Table 2.***

Neither the preliminary plat (Exhibit 10) nor the preliminary grading plans (Exhibit 12) provide design information regarding the road transitions to the east and west between the unimproved street widths and improved street widths. The preliminary plat also includes a 10-foot-wide landscape buffer strip and the 6-foot-wide public utility easement (PUE) within the landscape buffer strip. Landscaping and fencing are not permitted within the 6-foot PUE.

Staff recommends a condition of approval that prior to engineering plan approval, the street improvement plans and the grading plans along NE 28th Street, are to provide the following:

a. Sufficient design information for the tapers to the east and west of the frontage improvements to allow for vehicular transitions between unimproved and improved frontages.
b. The 6-foot public utility easement (PUE) is to be located outside of the 10-foot landscape buffer. Neither are to be located within the new right-of-way.

Staff recommends a condition of approval that prior to final plat approval, the final plat is to be revised with the 6-foot public utility easement (PUE) located outside of the 10-foot landscape buffer. Neither are to be located within the new right-of-way.

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

The future access to the proposed development, Street 'A' is located approximately 880-feet east of the intersection of NE 28th Street and NE Ingle Road; and approximately 1,140-feet west of the intersection of NE 28th Street and N Boxwood Street. The proposed access road Street 'A' is located as close to the eastern property line as possible. As shown on the preliminary plat (Exhibit 10), ***the proposed location of the intersection of future Street 'A' and existing NE Hargrave Street is supported by the City Engineer.***

Per CMC 17.19.040.B.5 *Dedication of additional right-of-way may be required for a development when it is necessary to meet the minimum street width standards or when lack of such dedication would cause or contribute to an unsafe road or intersection.*

The existing right-of-way (ROW) width along the frontage of the proposed development is approximately 67-feet. The preliminary plat (Exhibit 10) shows the half street right-of-way width of 37-feet, which requires the applicant to dedicate approximately 4-feet of right-of-way width that will allow for the 3-lane arterial consisting of a total right-of-way width of 74-feet.

Staff recommends a condition of approval that prior to engineering plan approval, the street improvement plans are to be submitted with the additional 4-feet of right-of-way on NE 28th Street and the street sections in accordance with CDSM Street Detail ST5 3 Lane Collector / Arterial. The applicant is required to construct a 37-foot-wide full depth half-width street improvement, including a minimum of 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk.

Staff recommends a condition of approval that prior to final plat approval, the frontage improvements are to include the additional 4-foot right-of-way dedication along NE 28th Street that results in the 37-foot right-of-way, 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk.

Per CMC 17.19.040.B.12.e *curb return radii shall be no less that thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets.*

The preliminary plat (Exhibit 10) does not include any curb radii information.

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans are to be submitted with the minimum 35-foot curb radii on both sides of the access road at the intersection of Street 'A' and NE 28th Street.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised with the minimum 35-foot curb radii on both sides of the access road at the intersection of Street 'A' and NE 28th Street.

[Interior Public Roads]:
Street naming is the responsibility of the Building Official. The street names, as shown on the preliminary plat (Exhibit 10) will be revised per the Building Official. These names are subject to change during the engineering plan review process.

Staff recommends a condition of approval that prior to engineering plan approval, the future street names, public and private, are to be revised in accordance to the street names as determined by the Building Official.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised with the final street names as determined by the Building Official.

Per CDSM Table 2 – General Guidelines for Geometry of a Roadway, a 2-lane local neighborhood road with a 52-foot-wide right-of-way width, a 28-foot paved surface, 5-foot-wide detached sidewalks and 5 to 7-foot planter strips on both sides, and parking permitted on one side only, requires approval from the city engineer. ***The city engineering supports the proposed 52-foot public road.***

The preliminary plat (Exhibit 10) proposes to construct the future interior public roads, Street 'A', Street 'B', and Street 'C' in accordance with CDSM Table 2 – General Guidelines for Geometry of a Roadway, 2-lane local neighborhood road with 52-foot right-of-way width.

Staff recommends a condition of approval that prior to engineering plan approval a complete set of street improvement plans are to be submitted for review and approval.

Per CMC 17.19.040.B.12.e *curb return radii shall be no less that thirty-five feet on arterial and collector streets, and no less than twenty-five feet on all other streets.*

Staff recommends a condition of approval that prior to engineering plan approval, the site improvement plans are to be submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of Street 'A' and Street 'B'; Street 'B' and Street 'C'; Street 'B' and Tract 'A'; Street 'B' and Tract B; and Street 'B' and Tract D.

Staff recommends a condition of approval that prior to final plat approval, the preliminary plat is to be revised with the minimum 25-foot curb radii on both sides of the road at the intersections of Street 'A' and Street 'B'; Street 'B' and Street 'C'; Street 'B' and Tract 'A'; Street 'B' and Tract B; and Street 'B' and Tract D.

Per CMC 17.19.040.B.10.b.i Block lengths shall not exceed the maximum access spacing for the roadway class per the city's Design Standards Manual. The maximum block length for a local roadway classification is 600-feet. *The interior local block lengths do not exceed the maximum 600-foot block length standard for a local roadway classification*.

[Private Roads]:
Per CDSM Table 1 – Guidelines for Geometry of Private Roadway, access to four dwelling units or less requires a minimum tract width of 20-feet, a minimum 12-foot-wide paved surface, and no parking on either side. Additionally, per Note 3, dead-end roads in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround.

The private roads are shown to be located on Tract A, Tract B, Tract C, and Tract D. Except for Tract D, the preliminary plat does not provide design information for tract width or paved surface width.

<u>Private Road - Tract A</u>

Per the preliminary plat (Exhibit 10) Tract A will provide access to future Lots 5, 6, and 7, and to the existing single-family residence on Parcel No. 173171000 on the west side. Per the preliminary plat, future private street Tract A is approximately 200-feet in length as measured from the centerline of Street 'B', is in excess of 150-feet to the end of the private road and is approximately a 20-foot-wide tract, with 20-feet of paved surface. ***The proposed private street section for Tract A meets the Minimum Private Street Standard for access to four dwelling units or less.***

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway, Note 3, dead-end roads in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to work with the Fire Marshal's Office and engineering staff to provide an acceptable dead-end turnaround at the west end of Tract A.

<u>Private Road - Tract B</u>

Per the preliminary plat (Exhibit 10) Tract B will provide access to NE 28$^{th}$ Street via the private driveway and Street 'B' and Street 'A' for the existing single-family residence on Parcel No. 17320600. Per the preliminary plat, future private street Tract B is approximately 123-feet in length as measured from the

centerline of Street 'B' and is approximately a 20-foot-wide tract, with 20-feet of paved surface. ***The proposed private street section for Tract B meets the Minimum Private Street Standard for access to four dwelling units or less.***

Private Road - Tract C

Per the preliminary plat (Exhibit 10) Tract C will provide access to future Lots 15 and 16. Per the preliminary plat, future private street Tract C is approximately 100-feet in length as measured from the centerline of the cul-de-sac on Street 'C' and consists of a 25-foot-wide tract, with 25-feet of paved surface. ***The proposed private street section for Tract C meets the Minimum Private Street Standard for access to four dwelling units or less.***

Private Road - Tract D

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway, Private Street Standard C: access to five or more dwelling units greater that 100-feet but less than 300-feet requires a minimum tract width of 42-feet, a minimum 28-foot-wide paved surface, a 5-foot detached sidewalk and planter strip on one side, and parking on one side only. Additionally, per Note 3, dead-end roads in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround.

Per the preliminary plat (Exhibit 10) Tract D will provide access to six future Lots 21 through 26 and the stormwater facility at the south end of the private road. Per the preliminary plat, future private street Tract D is approximately 224-feet in length as measured from the centerline of the cul-de-sac on Street 'B', which is in excess of 150-feet to the end of the private road; and is shown as a 20-foot-wide tract, with 20-feet of paved surface. ***The proposed private street section for Tract D does not meet the Minimum Private Street Standard C for access to five or more dwelling units greater than 100-feet.***

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit site improvement plans with private road, Tract D, meeting Private Street Standard C with a 42-foot-wide tract, 28-foot paved surface, a 5-foot-wide sidewalk and planter strip on one side. On-street parking is permitted on one side only.

Per CDSM Table 1 – Guidelines for Geometry of Private Roadway, Note 3, dead-end roads in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround. The preliminary plat (Exhibit 10) shows a dead-end turnaround between Lots 25 and 26. The dead-end as shown is approximately 60-feet in length, and 20-feet-wide. Curb radii information is not shown and is to be a minimum 25-foot radii on both sides.

Staff recommends a condition of approval that prior to engineering plan approval, the applicant is to submit site improvement plans with the minimum 25-foot radii on both sides of the dead-end turnaround on private road, Tract D.

Staff recommends a condition of approval that prior to final plat approval, the applicant is to submit revised preliminary plat plans with the minimum 25-foot radii on both sides of the dead-end turnaround on private road, Tract D.

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

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat stating the Tract A, Tract B, Tract C, and Tract D; are to be owned and maintained by the property owners and/or homeowners association (HOA).

Proposed Plat Note: Tract A, Tract B, Tract C, and Tract D; are to be owned and maintained by the property owners and/or homeowners association (HOA).

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

Staff recommends a condition of approval that prior to engineering plan approval, the street plans and the preliminary plat are to be revised to provide for a dead-end turnaround at future Lot 7 on the west end of Tract A. The applicant is to work with engineering and the Fire Marshal for an acceptable dead-end turnaround to accommodate emergency vehicles.

Garbage and recycling containers for those Lots who take access via the private streets on Tract A, Tract C, and Tract D; are to be placed at the public right-of-way for pickup.

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

Staff recommends a condition of approval that prior to engineering plan approval, the applicant should provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.

Staff recommends a condition of approval that prior to final acceptance the applicant should be required to install the 'No Parking and Towing' signs.

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

Proposed Plat Note: Tract A, Tract B, and Tract C: On-street parking is prohibited on both sides of the street.

<u>Utilities, Street Lighting, Street Trees, and Other Improvements</u>:

[Street lighting]:
LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting.

The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, and other utilities. Per CDSM, private streets in excess of 100-feet in length and serving more than five dwelling units are required to have streetlights. Any streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the HOA.

Staff recommends a condition of approval that prior to engineering plan approval all streetlight locations are to be shown on the street, utility, and landscape plans. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

Staff recommends a condition of approval that prior to the applicant's submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Street Trees and Landscaping]:
CMC 17.19.030 (F1) requires one 2-inch diameter street tree in the planter strip for each dwelling unit. The preliminary landscape plan shows each proposed lot is provided with at least one street tree; most are shown with two.

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

Staff recommends a condition of approval that prior to engineering approval, the applicant is required to show proposed driveway locations for each lot to ensure that street trees are not impacted.

The street tree plantings and other landscaping as discussed throughout this report should be included on the landscaping plans with the engineering plan submittal for the proposed development.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit a final landscape plan for review and approval that is consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list.

Landscaping adjacent to or within tracts should be installed prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

[Storm Facility Landscaping]:
CMC 17.19.030.F.6 requires that storm drainage facilities within 30-feet from any street or accessory structure to be landscaped with a 10-foot L2 buffer. The proposed storm facility located in Tract F should be landscaped with a L2 buffer at its lot lines and the landscaping should be shown on the final landscape plans.

Per the CDSM, the storm facilities are to be fenced with a maximum height 6-foot fence with top rail and a minimum 10-foot-wide double gate for access. The preliminary stormwater plans do not provide for a dedicated stormwater Tract for the stormwater detention facility in Tract F, nor do the plans include fencing or gated access to the future stormwater facility shown to be located in Tract F.

Staff recommends a condition of approval that prior to engineering plan approval the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility located in Tract F where the tract abuts the end of the private road on Tract D. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

**FINDING:** Staff finds that, as conditioned, the applicant can or will make adequate provisions as conditioned for roads, utilities, street lighting, street trees, and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans.

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

The applicant is conditioned to dedicate an additional 4-foot right-of-way width on NE 28th Street to provide the full half-width of 37-feet right-of-way required for the proposed frontage improvements and the 52-foot right-of-way widths for the internal public roads required to serve the proposed development, as shown on the preliminary plats.

Proposed Tracts A, B, C, and D are identified as private roads on the preliminary plat. A public sanitary sewer main and water main will be located within private road Tracts A and D. Tracts A and D require a blanket utility easement to the city over and under Tracts A and D for maintenance, inspections, and repairs.

Tract D provides access for maintenance and inspections of the stormwater detention facility located in Tract F; as such the applicant is required to provide a blanket stormwater access and inspection easement over the proposed private road Tract D at the time of final platting.

A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the storm drainage facilities located in Tracts D and F; fencing, walls, landscaping, irrigation, private roads on Tract A, Tract B, Tract C, and Tract D; and Tract E that are outside of the City's right-of-way. Further, all necessary easements and dedications should be noted on the final plat.

> **FINDING:** Staff finds that, as conditioned, adequate provisions for dedications, easements and reservations can or will be made by the applicant at the time of final platting.

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

CMC 18.09.040 Table 1 Lot Dimensional Standards

The subject property is situated in the R-7.5 - Single-Family Residential zone which permits a minimum lot size of 6,000 square-feet, a maximum lot size of 12,000 square-feet, and an average lot size of 7,500 square-feet. The maximum density for the R-7.5 zone is 5.8 dwelling units per acre.

As previously stated, there is an existing single-family residential structure shown on Lot 26 that is proposed to be retained. Lot 26 is proposed to be 12,256-square-feet in size where the maximum lot size for the R-7.5 zone is 9,000-square-feet. According to CMC 18.09.040 Table 1, footnote 3, 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 underling zone.

The applicant's narrative notes a request to utilize density transfer standards and is requesting smaller lot sizes due to the open space dedication provided. As per CMC 18.09.060.C, density transfer standards are permitted to be used when a land division proposed to set aside a tract for the protection of critical area, natural open space, natural open space network or network connector, or a recreational area is set aside within a proposed development. As shown on the proposed plat, the total site area includes 11.31 acres, with approximately 3.94 acres being set aside for critical areas and open space, leaving the net developable area at 7.37 acres. The proposed subdivision includes a total of 38 units, distributed over 7.37 acres, with a proposed density at 5.4 units per acre. The preliminary plat indicates there is approximately 4.35 acres set aside as "recreational open space". Tract E and F are shown to include pedestrian paths, a picnic area and landscaping.

As noted in section 18.09.060.D, where a recreational tract includes at least 0.5 acres of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards under CMC 18.09.040, Table 1 and 2. The applicant is proposing lots that range in size from 4,541 – 12,256 square-feet, with an average lot size of 5,816 square-feet and a proposed density of 5.2 dwelling units per acre. The applicant is requesting additional flexibility per section 18.09.060.D to allow for a minimum lot width of 45 feet where typically the minimum lot width in the R-7.5 zone with a density transfer bonus would be 60-feet. As noted in the applicant's narrative, the proposal for the decreased lot width was presented to staff prior to the formal application submittal and staff supports the requested 45-foot minimum lot width, provided that adequate parking can be provided within the development.

The project narrative indicates as 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 7,400-square-feet. Within the proposed

38 lots, 8 off-street parking spaces are required. The site plan shows a total of 8 parking spaces are located on tract "F", adjacent to Lot 20 and near the main open space area. These parking spaces meet the standard parking space dimensions and have a width of 9-feet and a depth of at least 18-feet.

The applicant proposes the subdivision be reviewed under the density transfer standards since the preliminary plan includes critical areas and recreational amenities exceeding ½ acre in size, including a trail and picnic benches. The applicant is requesting flexibility in the following Code requirements:

- Reduced average lot size of 5,816 square-feet
- Reduced minimum lot size of 4,500 square-feet
- Reduced minimum lot width of 45-feet
- Reduced minimum front or front porch setback of 15-feet
- Reduced minimum garage setback of 20-feet
- Reduced minimum rear setback of 15-feet
- Increased lot coverage of 50% for single-story homes and 55% for two-story homes

The applicant's narrative states "the proposed requests are reasonable, and the minimum required to attain the allowed density on the project 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. Pedestrian paths are proposed to connect the two proposed cul-de-sacs as well as stub to the east and west to be extended with future development. Landscaping will be provided within the park area and will support a range of recreational activities."

CMC 18.09.040 Table 2 Setbacks

The proposed lots within the development range in size form 4,541 – 12,256 square-feet. Setbacks are based on lot size; therefore all of the lots should comply with the setbacks for the lots between 5,000 and 11,999 square-feet per CMC.09.060.D. The applicant is requesting to utilize the density transfer standards and is proposing smaller lot sizes and setbacks due to the open space dedication provided.

The applicant's narrative includes the tables below to illustrate the proposed density transfer requests with respect to CMC 18.09.040 – Density and Dimensions as well as Building Setbacks for Single-Family Residential Zones.

**Table 1 CMC 18.09.040– Density and Dimensions for Single-family Residential Zones**

| | R-7.5 | Density Transfer | Proposed |
|---|---|---|---|
| Maximum density (dwelling units/net acre) | 5.8 | 5.8 | 5.42 |
| Average lot area (square feet) | 7,500 | - | **5,816*** |
| Minimum lot size (square feet) | 6,000 | 5,250 | **4,541*** |
| Maximum lot size (square feet) | 12,000 | 9,000 | 8,581 |
| Minimum lot width (feet) | 70 | 60 | **45*** |
| Minimum lot depth (feet) | 90 | 80 | 100 |
| Maximum building lot coverage | 40% | 40% | **50% & 55%*** |
| Maximum building height (feet) | 35 | 35 | 35 |

*Additional flexibility requested per CMC 18.09.060.D

| Table 2 CMC 18.09.040 – Building Setbacks for Single-family Residential Zones | |
|---|---|
| Minimum front yard or front porch setback | **20'*** |
| Minimum side yard | 5' |
| Minimum side yard flanking a street and corner lot rear yard | 10' |
| Minimum rear yard | **25'*** |
| Minimum lot frontage on a cul-de-sac or curve | 30' |

*Additional flexibility requested per CMC 18.09.060.D

The applicant's narrative indicates that the proposal qualifies to be reviewed under the density transfer standards due to the face that the proposal includes critical areas and recreational tracts within the land division. The open space tract is 3.9 acres in size and includes recreational amenities including trails and picnic benches. The site contains critical area including wetlands, buffers and a grove of trees that are proposed to be retained within the open space tract.

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:
A minimum of 20 tree units (TU) per net developable acre is required for residential developments per *CMC 18.13.051(A) Table 1 – Required Tree Density* and should be incorporated into the overall landscape plan. The preliminary landscape plan shows that the 11.3-acre site is required to have a total of 226 tree units. The tree survey prepared by Arbor Science Tree Care dated May 2, 2025, and included in the project submittal, indicates that the sites current tree density is 999 tree units, with the proposed removals calculating out to 326 tree units. This leaves a net density of 673 tree units to be preserved and protected. A total of 754 tree units will be provided within the proposed development between the new plantings and existing trees to be retained. Staff finds the proposed landscape plan exceeds the minimum tree density requirements.

As per CMC 18.13, the applicant is required to submit a final landscape, tree, and vegetation plan to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.

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

[Traffic Impact Analysis]:
Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs). The proposed development is located east of NE Ingle Road, south of NE 28th Street, and west of NE 232nd Avenue. The proposed development will generate approximately 348 ADTs, which triggered the requirement for a TIA.

A transportation impact analysis (TIA) (Exhibit 3) dated April 23, 2025, was prepared by Lancaster Mobley for the approximately 11.76 acre site for the proposed development of up to 37 single-family-homes. The report used the trip generation rates from the *ITE Trip Generation Manual* (11th Edition, 2021), ITE code #210 Single-Family Detached Housing, to determine the number of trips generated per weekday. The trip

generation calculations show that the proposed project is estimated to have a net increase in trip generation of 26 AM Peak Hour trips (7 In / 19 Out), 35 PM Peak Hour trips (22 In / 13 Out), and a total of 348 average daily trips (ADTs).

*Sight Distance Evaluation*
Per the TIA (Exhibit 3), pages 18 & 19), the intersection sight distance was measured at the proposed access road onto NE 28th Street and evaluated in accordance with the standards established in '*A Policy on Geometric Design of Highways and Streets'*.

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

- the following minimum intersection and stopping sight distances are applicable to the proposed site access intersection:
- Intersection Sight Distance (Site Egress Left-turns): 445 feet to the east.
- Intersection Sight Distance (Site Egress Right-turns): 385 feet to the west.
- Stopping Sight Distance: 320 feet to the east, considering the major-street westbound approach grade is approximately 3.4% downhill over a 350-foot distance.
- Stopping Sight Distance: 305 feet to the west, considering the major-street eastbound approach grade is less than 3.0% over a 350-foot distance.

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

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

*Left-turn Lane Warrants*
Per the TIA (Exhibit 3, page 19), left-turn lane warrants were evaluated at the intersection of NE 28th Street and the future Street 'A' to the proposed development. A left-turn refuge lane is primarily a safety consideration for the major-street, removing left-turning vehicles from the through traffic stream. The left-turn lane warrants used were developed from the *National Cooperative Highway Research Project's* (NCHRP) *Report 457*. Turn lane warrants were evaluated based on the number of advancing and opposing vehicles as well as the number of turning vehicles, the travel speed, and the number of through lanes.

Based on the analysis, left-turn lane warrants are not projected to be met at the site access intersection of NE 28th Street and future Street 'A' under the 2027 site buildout year. Accordingly, no new turn lanes are necessary or recommended as part of the proposed Reserve at Green Mountain project. ***Staff concurs.***

*All-Way Stop-Control Warrants*
Stop-Control warrants are adequately discussed in the TIA (Exhibit 3, pages 20 & 21). The applicable study intersections were evaluated and reviewed per the *Manual of Uniform Traffic Control Devices for Streets and Highways (MUTCD), Section 2B.12 All-Way Stop Control.*

Based on the review of all-way stop-control warrants, the installation of all-way stop-controls at any of the applicable study intersections by the 2027 site buildout year is not necessary or recommended.

Therefore, no all-way stop-control mitigation at the study intersections is recommended as part of the proposed development. ***Staff concurs.***

The conclusions noted in the Transportation Impact Analysis (Exhibit 3) on page 27, are as follows:

CONCLUSIONS

- *The proposed development is projected to impact on 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 $34,199 toward these transportation improvement projects.* ***Staff concurs. A condition of approval is warranted.***
- *No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no crash-related mitigation is necessary or recommended as part of the proposed development application.* ***Staff Concurs.***
- *Adequate intersection and stopping sight distances are available at the proposed site access intersection to allow for safe and efficient operation along NE 28$^{th}$ Street. No sight distance related mitigation is necessary or recommended.* ***Staff Concurs.***
- *Left-turn Lane, 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 new turn lanes or revisions to traffic controls are necessary or recommended as part of the proposed Reserve at Green Mountain project.* ***Staff Concurs.***
- *The proposed development will reconstruct its associated street frontage with NE 28$^{th}$ 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 Reserve at Green Mountain subdivision, and no further mitigation to pedestrian and bicycle facilities are necessary and recommended.* ***Staff Concurs.***
- *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.* ***Staff Concurs.***
- *The northeast bound left-turn lane at the intersection of NE Ingle Road at NE Goodwin Road is projected to experience 95$^{th}$ 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.* ***Staff Concurs.***

The applicant's TIA was to evaluate the number of PM Peak Hour trips through City of Vancouver identified proportionate share intersections in order to help fund intersection improvement projects. Based on Table 5, page 10 of the TIA, dated April 23, 2025, the proportionate share fees to the City of Vancouver will be as follows:

| Proportionate Share Project Name | Fee Rate | Number of Trips | Proportionate Share Cost |
|---|---|---|---|
| NE Fourth Plain Blvd. at NE 152nd Ave. (Signal) | $333.00 per PM peak hour trip | 3 | $999.00 |
| SE 192nd Ave & NE 13th Street | $400 per PM peak hour trip | 15 | $6,000.00 |
| SE 192nd Ave & SE 34th St | $150 per PM peak hour trip | 4 | $600.00 |
| SE 192nd Ave & WB SR-14 ramps | $2,000 per PM peak hour trip | 2 | $4,000.00 |
| NE 172nd Avenue at NE 18th Street | $300 per PM peak hour trip | 3 | $900.00 |
| NE 179th Place at NE 18th Street | $9,00 per PM peak hour trip | 4 | $3,600.00 |
| NE 187th Avenue at NE 18th Street | $1,200 per PM peak hour trip | 5 | $6,000.00 |
| NE 192nd Avenue at NE 9th Street | $1,100 per PM peak hour trip | 10 | $11,000.00 |
| NE 187th Avenue at SE 1st Street | $1,100 per PM peak hour trip | 1 | $1,100.00 |
| **Total Proportionate Share Cost**<br>(COV proportionate share intersections with zero (0) PM peak hour trips are included in the TIA, Table 5, page 10) | | | **$34,199.00** |

Staff recommends a condition of approval that prior to final acceptance the applicant is required to pay the proportionate share amount of $34,199.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

**FINDING:** Staff finds that this development, as conditioned, can or will meet any impacts identified by the transportation impact study.

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

Per CMC 14.02.090.A.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two-years after the date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance.

Per CMC 14.02090.C, the City shall have the right-of-entry and authority to inspect of the stormwater facilities for compliance with this chapter. A note is to be added to the final plat granted the city right-of-entry for inspection purposes. A condition of approval is warranted.

Per CMC 17.19.040.A.2 the HOA and/or homeowners are responsible for the ownership and maintenance of the private streets. A note is to be added to the final plat stating that private Tracts A, B, C, and D are to be owned and maintained by the individual property owners and/or homeowners association (HOA). A condition of approval is warranted.

> **FINDING:** Staff finds that, as conditioned, this development can or will meet the appropriate provisions for maintenance of private facilities.

***9. Appropriate provisions in accordance with RCW 58.17.110, are made for (a) the public health, safety, and general welfare, and (b)The public use and interest will be served by the platting of such subdivision and dedication.***

> **FINDING:** As discussed throughout this report, staff finds that the subdivision can be conditioned to provide the appropriate provisions for public health, safety, general welfare, and assure the public interest is served.

***10. The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state, and local environmental acts, and ordinances in accordance with RCW36.70B.030.***

> **FINDINGS:** Staff concurs that the proposed subdivision can or will meet the requirements of RCW 58.17 and other applicable state and local laws that are in at the time of final platting. The final plat will be processed in accordance with the requirements of CMC 17.21.060.

## PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Washington Department of Fish & Wildlife (Exhibit 31) regarding existing Oregon white oaks, the Department of Archeology & Historic Preservation (DAHP) (Exhibit 29), and the Cowlitz Indian Tribe (Exhibit 30) regarding the probability of potential artifacts onsite. These comments are addressed throughout the staff report.

## CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that "The Reserve at Green Mountain" Subdivision (SUB25-1004) should be approved because it complies with the applicable standards if all the conditions of approval are met.

## RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat for "The Reserve at Green Mountain" Subdivision (SUB25-1004) subject to the following conditions of approval:

## CONDITIONS OF APPROVAL

### Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with the City of Camas Design Standards Manual (CDSM), which includes the North Shore Design Standards, and CMC 17.19.040.
2. The engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval.
3. Per CMC 17.19.040.C.1 and 1.a: All utilities designed to serve the development shall be placed underground. Those utilities to be located beneath paved surfaces, including all service connections, shall be installed prior to application of any surface materials.
4. The installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. After the land-use decision is issued, the applicant is to submit the Civil construction plans via the online portal at *www.cityofcamas.us/Permits/Civil Construction Application*.
6. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
    a. Payment of the 1% plan review (PR) fee is required prior to start of initial plan review. Staff will review the preliminary engineer's estimate and invoice the applicant via the online portal.
    b. Payment of the 2% construction inspection (CI) fee is required prior to final plan approval. Staff will invoice the applicant via the online portal.
    c. Under no circumstances will the applicant be allowed to begin land-disturbing activities prior to engineering plan approval.
7. If applicable, existing wells, septic tanks, and septic drain fields shall be decommissioned in accordance with state and county guidelines per CMC 17.19.020.
8. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit* (GCSWP), which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan* (SWPPP), which is required as a component of the NPDES GCSWP permit.
9. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control (ESC) measures, per CMC 14.06.200. Staff will provide a letter to the applicant with the required ESC amount.
10. If any item of archaeological interest is uncovered during a permitted land-disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
11. The applicant shall comply with the recommendations in the geotechnical report that was prepared by True North Geotechnical, dated April 2025, to minimize any potential hazards associated with construction.
12. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
    a. All designs will be in accordance with applicable City codes.
    b. The maintenance of the entrance structure will be the responsibility of the homeowners.
13. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
14. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make

provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.

15. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
16. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil.
17. As a component for final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
    a. The as-built cover sheet is to be the originally approved cover sheet signed by the City Engineer.
    b. As-builts are to be submitted as PDFs.
    c. As-builts are to be submitted in either AutoCad or Carlson formats.
18. Per CMC 17.21.050.B.2 and prior to final acceptance a 2-year warranty maintenance bond is to be submitted for all public improvements.
    a. Per CMC 17.21.070.A Upon final acceptance of the development improvements the two-year (2) warranty bond commences.
19. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C have been completed and approved by the city.
20. Per CMC 18.18.070.B, prior to the issuance of final occupancy permits, all public and private improvements shall be completed in accordance with CMC 17.21.070 Final Acceptance.
21. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
22. The applicant will be responsible for maintenance of all private improvements, including but not limited to stormwater facilities Tracts and easements, Open Space Tracts, parking areas, landscaping and irrigation, and any retaining walls.
23. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications for any other residential buildings will not be accepted until after final acceptance.
24. At the time of building permit approval, the applicant shall pay the appropriate impact fees in accordance with the provisions of CMC 3.88.
25. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
26. Unless construction of this site commences within five (5) years of issuance of this decision, this permit will expire.

## Special Conditions of Approval:

Planning:

27. A site-specific Inadvertent Discovery Plan shall be prepared for the proposed project and submitted to City of Camas Planning Division to comply with recommendations of DAPH and the Cowlitz Indian Tribe.
28. If potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.
29. The recommendations provided by the Washington Department of Fish & Wildlife shall be complied with.
30. The recommendations provided by the Department of Archeology and Historic Preservation shall be complied with.
31. The recommendations provided by the Cowlitz Indian Tribe shall be complied with
32. The recommendations in the Critical Areas Report, specifically the Buffer Mitigation Plan, shall be followed.
33. The recommendations in the geotechnical report shall be followed.
34. The installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., wetlands, Oregon White Oak) and fencing should remain throughout permitted construction activities.
35. The trees identified for preservation shall comply with the tree protection recommendations contained in the Critical Areas report. Any required revisions to the site plan, such as building setbacks and/or site improvements, will require an updated Tree Survey for review and approval prior to Engineering Plan approval and will be conditioned as such.
36. If any exterior retaining walls facing the public right-of-way are proposed, they shall be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees.

Prior to Engineering Plan Approval:

Planning:

37. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Plant list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.

Engineering*:*

[Water]

38. The applicant shall submit revised water utility plans to include the following:
    a. The new 8-inch DI water main from NE 28th Street south throughout the development to the proposed cul-de-sacs on Street 'B' and Street 'C', and the proposed private streets in Street 'D' and Tract 'A'.
    b. The 8-inch DI water main in future Tract 'A' is to be extended to a blowoff valve assembly at the westernmost property line of the proposed development for the benefit of any future development on Parcel No. 173171000.

c. Dead-end blowoff valves are also required at the future cul-de-sacs on Street 'B' and Street 'C', and at the end of future private Street 'D' aka Tract D.
d. All water services are to be located perpendicular from the main to each lot.
e. A utility easement, over and under the water main in Tract A and Tract B is to be shown on the engineering plans and the final plat.

39. The applicant should submit revised water utility plans that show in addition to the proposed fire hydrants at the end of the future cul-de-sacs, an additional fire hydrant is to be located near the intersection of future Street 'A' and future Street 'B'.

40. The applicant should submit revised water utility plans and landscape plans showing the locations of all proposed irrigation services and the size of each proposed irrigation meter.

[Storm Drainage]

41. The applicant shall submit a complete set of stormwater plans for review and approval, per MR #1 of the TIR.

42. The applicant shall submit a revised stormwater plan for Lots 1-38. Said plans should ensure that adjacent parcels and downstream drainageways and/or adjacent properties are not negatively affected by roof drain downspouts and surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

43. The applicant shall submit a revised utility plan/stormwater plans that locate the stormwater detention facility, treatment manhole, treatment vault, storm control manhole, etc. in its own stormwater Tract.

[Erosion Control]

44. The applicant shall be required to submit a complete set of Erosion Sediment Control (ESC) plans, as a part of the site improvement plans for review and approval.

[Sanitary Sewer Disposal]

45. The applicant shall be required to submit the following:
    a. Calculations verifying that the sanitary sewer force main is adequately sized for solids and effluent to be pumped up to the highest point in the conventional gravity sewer main.
    b. An odor control system is to be installed at the sanitary sewer manhole that allows for the transition from conventional gravity to sanitary force main.
    c. All sanitary sewer laterals are to be laid perpendicularly from the mains to the lots.
    d. Calculations verifying that the pressure sewer laterals, from the grinder pumps to the force main, are adequately sized for solids and effluent.
    e. Grinder pumps and laterals are to be per the Camas Design Standards Manual (CDSM).
    f. The 2-inch sanitary sewer force main in Tract 'A', private street, is to be extended to the eastern property line of Parcel No. 173171000 to allow for future developments.

[Existing wells, septic tanks, and septic drain fields]

46. Any existing wells, or septic systems are to be decommissioned, and documentation shall be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

Roads:
[Public Roads]

47. The street improvement plans and the grading plans, along NE 28th Street, are to provide the following:
    a. Sufficient design information for the tapers to the east and west of the frontage improvements to allow for vehicular transitions between unimproved and improved frontages.
    b. The 6-foot public utility easement (PUE) is to be located outside of the 10-foot landscape buffer. Neither are to be located within the new right-of-way.
48. The street improvement plans are to be submitted with the additional 4-feet of right-of-way on NE 28th Street and the street sections in accordance with CDSM Street Detail ST5 3 Lane Collector / Arterial.
49. The applicant is required to construct a 37-foot-wide full depth half-width street improvement, including a minimum of 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk.
50. The site improvement plans are to be submitted with the minimum 35-foot curb radii on both sides of the access road at the intersection of Street 'A' and NE 28th Street.

[Interior Public Roads]:

51. The future street names, public and private, are to be revised in accordance to the street names as determined by the Building Official.
52. A complete set of street improvement plans are to be submitted for review and approval.
53. The site improvement plans are to be submitted with the minimum 25-foot curb radii on both sides of the road at the intersections of Street 'A' and Street 'B'; Street 'B' and Street 'C'; Street 'B' and Tract 'A'; Street 'B' and Tract B; and Street 'B' and Tract D.

[Private Roads]:

<u>Private Road - Tract A</u>

54. The street plans and the preliminary plat are to be revised to provide for a dead-end turnaround at future Lot 7 on the west end of Tract A. The applicant is to work with the Fire Marshal's Office and engineering staff to provide an acceptable dead-end turnaround at the west end of Tract A.

<u>Private Road - Tract D</u>

55. The applicant is to submit site improvement plans with private road, Tract D, meeting Private Street Standard C with a 42-foot-wide tract, 28-foot paved surface, a 5-foot-wide sidewalk and planter strip on one side. On-street parking is permitted on one side only.
56. The applicant is to submit site improvement plans with the minimum 25-foot radii on both sides of the dead-end turnaround on private road, Tract D.

<u>Private Roads</u>

57. The applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a private towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
58. Garbage and recycling containers for those Lots who take access via the private streets on Tract A, Tract C, and Tract D; are to be placed at the public right-of-way for pickup.

[Street lighting]

59. All streetlight locations are to be shown on the street, utility, and landscape plans. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

60. Prior to submitting electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Street trees and Landscaping]:

61. The applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.

62. The applicant is required to submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list.

[Storm Facility Landscaping]:

63. The applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot-high black vinyl coated chain link fence with top rail installed along the stormwater facility located in Tract F where the tract abuts the end of the private road on Tract D. Additionally, the plans are to provide for a minimum 16-foot-wide double gate at the paved access road to the facility and a minimum 4-foot-wide man gate for inspection access.

[Traffic Impact Analysis:]

64. The corner sight-distance triangles/site vision clearance triangles, at the intersection of the future Street 'A' and NE 28th Street, are to be shown on the final engineering plans and landscaping plans.

Prior to Land-Disturbing Activities:

65. Prior to any land-disturbing activities, the applicant should be required to submit a revised SWPPP with the contractor and CESCL information.

66. Prior to any land-disturbing activities, pa copy of Ecology's NPDES GCSWP permit, the SWPPP with contractor information, and the financial security for erosion and sediment control are to be submitted to the city.

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

Prior to Final Plat Approval:

Engineering:

68. Prior to final plat approval, a plat note addressing the proportionate share amount per Lot, payable to the city for the North Shore Sewer Transmission System (aka NUGA-STS) is warranted.

69. The applicant shall submit a revised utility plan/stormwater plans that locate the stormwater detention facility, treatment manhole, treatment vault, storm control manhole, etc. in its own stormwater Tract.

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

a. The Stormwater facilities located on Tract F is to be owned and maintained by the homeowner's association / homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.

b. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tract F.

71. Prior to final plat approval, the final plat is to be revised with the 6-foot public utility easement (PUE) located outside of the 10-foot landscape buffer. Neither are to be located within the new right-of-way.

72. Prior to final plat approval, the frontage improvements are to include the additional 4-foot right-of-way dedication along NE 28th Street that results in the 37-foot right-of-way, 23-feet of paved surface, curb & gutter, 8-foot planter strip, and 6-foot detached sidewalk.

73. The preliminary plat is to be revised with the minimum 35-foot curb radii on both sides of the access road at the intersection of Street 'A' and NE 28th Street.

74. The preliminary plat is to be revised with the final street names as determined by the Building Official.

75. The preliminary plat is to be revised with the minimum 25-foot curb radii on both sides of the road at the intersections of Street 'A' and Street 'B'; Street 'B' and Street 'C'; Street 'B' and Tract 'A'; Street 'B' and Tract B; and Street 'B' and Tract D.

76. The applicant is to submit revised preliminary plat plans with the minimum 25-foot radii on both sides of the dead-end turnaround on private road, Tract D.

77. A note is to be added to the plat stating the Tract A, Tract B, Tract C, and Tract D; are to be owned and maintained by the property owners and/or homeowners association (HOA).

78. A note is to be added to the plat stating that 'on-street parking is prohibited on both sides of Tract A, B, and C.

<u>Prior to Final Acceptance:</u>

Engineering:

79. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
    a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
    b. The applicant shall be required to install the 'No Parking and Towing' sings prior to final acceptance.

80. Prior to final acceptance all landscaping shall be installed or bonded for and all proposed street trees and landscaping are to be per CDSM Landscape Standards Plant Materials List.

81. The applicant is required to pay the proportionate share amount of $34,199.00 to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount. Planning:

82. Prior to final acceptance, a conservation covenant should be recorded with the County to ensure the long-term preservation of the critical areas and any associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240.

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

Prior to Final Occupancy:

Planning:

84. Street trees adjacent to lots should be installed prior to final occupancy per CMC 17.19.030.F.4.

## Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the C.C. & Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Maximum building lot coverage for this subdivision is 50% for single-story homes and 55% for two-story homes.
4. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
5. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
6. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
7. At the time of building permit issuance, each Lot is subject to a $1,235.77 fee per Lot, as the proportionate share contribution for the North Shore Sewer Transmission System, previously known and approved as the 'North Urban Growth Area – Sewer Transmission System' or NUGA-STS. If the NUGA SDC fees are updated to include the proportionate share fee amount of $1,235.77 per Lot, the proportionate share fee will no longer be required.
8. The Stormwater facilities located on Tract F are to be owned and maintained by the homeowner's association / homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.
9. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tract F.
10. Tract A, Tract B, Tract C, Tract D, Tract E, and Tract F; are to be owned and maintained by the property owners and/or homeowners association (HOA).
11. Tract A, Tract B, and Tract C: On-street parking is prohibited on both sides of the street.
12. Stormwater facilities located on Tracts B, D, and F are to be owned and maintained by the homeowner's association / homeowners at the completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance.
13. Right-of-entry shall be granted to the city for inspection purposes of the stormwater facilities located on Tracts B, D, and E.

14. The private road ‘Tract C’ consists of a utility easement for access, maintenance, replacement, repair, or extension, over and under the sanitary sewer force main is to be conveyed to the city.