



# **PROJECT NARRATIVE**

***For***

# **RESERVE AT GREEN MOUNTAIN**

## **A PRELIMINARY TYPE III SUBDIVISION**

Submitted to the  
**CITY OF CAMAS**

**FOR**

**Pacific Lifestyle Homes  
11815 NE 99<sup>th</sup> Street Suite 1200  
Vancouver, WA 98682**

**May 2025**

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## General Information

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<b>Location:</b>	<b>SW 1/4 Section 21, T2N, R3E, WM</b>
<b>Site Address:</b>	<b>2625 NE Goodwin Rd. Camas, WA</b>
<b>Project Size:</b>	<b>11.31 acres (492,832 sf)</b>
<b>Jurisdiction:</b>	<b>Camas</b>
<b>Zoning:</b>	<b>R-7.5</b>
<b>Comprehensive Plan:</b>	<b>SFM</b>
<b>Current Use:</b>	<b>Single family residence</b>
<b>Tax Lot Information:</b>	<b>173192000</b>
<b>School District:</b>	<b>Evergreen</b>
<b>Elementary:</b>	<b>Harmony</b>
<b>Middle:</b>	<b>Pacific</b>
<b>High:</b>	<b>Union</b>
<b>Water District:</b>	<b>Camas</b>
<b>Sewer District:</b>	<b>Camas</b>
<b>Fire District:</b>	<b>Camas</b>
<b>Camas Project Reference:</b>	<b>PA24-1029</b>

## **Project Description**

The Reserve at Green Mountain proposes to subdivide 11.31 acres into 38 single-family detached residential lots in the R-7.5 zone utilizing density transfer standards. One single-family will remain onsite.

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

### **Transportation and Utilities:**

Primary access to the site is provided from NE Goodwin Road/NE 28<sup>th</sup> Street. Frontage improvements along this street will include additional right-of-way and pavement to meet the requirements for a 3-Lane Arterial. No lots will have direct vehicular access to NE Goodwin Road/NE 28<sup>th</sup> Street.

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

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

The City of Camas is the water and sewer purveyor for the site. Existing water and sewer lines run through NE Goodwin Road/NE 28<sup>th</sup> Street to the north. The applicant expects to utilize a grinder pump system for sanitary sewer service.

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

### **Critical Areas:**

The site contains a wetland on the west/southwest portion of the site, a seasonal non-fish bearing stream on 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 archaeological site buffer and moderate-high and high probability 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.

# Proposal & Code Compliance Discussion

## Title 16 – Environment

### **16.01 - SEPA**

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

### **16.31 – Archaeological Resource Preservation**

The site is located in an area of moderate to high and high probability for the presence of archaeological artifacts. The site is also within an Archaeological Site Buffer per Clark County GIS data. Archaeological Services, LLC (ASCC) provided an Archaeological Predetermination Survey for this site. The report dated April 11, 2025 states that no artifacts were found. ASCC documented a historic era home onsite. Given the negative results of the predetermination, ASCC recommended that no further archaeological work is needed.

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

Per Clark County GIS, the property is mapped as having wetlands on the southwest end. A Critical Areas Report has been prepared by Ash Eco Solutions (AES). 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 a subdivision establishes a 260' 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 parcel.

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 reduction of the 260' High LUI wetland buffer to the 195' Moderate LUI buffer by establishing 100' 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' to 195' 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' wetland buffer: Lots 21-25 and the stormwater facility are located within a portion of the modified 195' 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 no net loss of habitat function or values.”

## **Title 17 – Land Development**

### **17.01.050 – Survey Content**

17.01.050.B.2 addresses tracts shown on a preliminary plat. Six tracts are shown on the preliminary plat. All tracts will all be privately owned by the future Homeowners Association unless the city would like to take ownership of the stormwater facility. The following details the proposed tracts:

<b>Tract:</b>	<b>Size</b>	<b>Use</b>
<b>A</b>	3,559 sf	Private Driveway
<b>B</b>	2,213 sf	Private Driveway
<b>C</b>	1,392 sf	Private Driveway
<b>D</b>	5,056 sf	Private Driveway
<b>E</b>	1,434 sf	Landscape Area
<b>F</b>	184,716 sf	Open Space Park and Stormwater Facility (Includes all onsite critical areas)
<b>G</b>	3,379	Frontage Landscape Tract

### **17.11 – Subdivisions**

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

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

### **17.11.030.D. - Criteria for Preliminary Plat Approval.**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

A transportation impact study has been prepared for this project. This study indicates that all existing roadway infrastructure that will be used to serve the site will operate at acceptable levels of service at the time of full buildout. The applicant will be required to contribute \$34,199 toward City of Vancouver projects for trip impacts to multiple intersections.

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

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

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

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

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

It is not likely that potential students would walk to schools from this site. Harmony Elementary is 2.9 miles from the site. Pacific Middle School is 2.9 miles from the site. Union High School is 1.6 miles from the site.

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

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

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

The narrative and plans demonstrate how the project complies with the applicable codes and environmental regulations. A Critical Areas Report & Mitigation Plan is included to address environmentally sensitive lands.

**17.19.030 – Tract, block and lot standards**

- A. Generally, the proposed lots do not contain critical areas or buffers. There are a few Oregon White Oak trees that will be retained and protected along the property line.
- B. Blocks have been provided in the only manner allowed on constrained site. A stub street is provided to the east from this development. Adjacent homes, critical areas and park land do not allow for road circulation to the west or south.
- C. The use is compatible with existing uses therefore buffering is not required.

- D. All lots front on a public street except for lots 5-7 and 15-16 that have access from private tracts. Lot lines generally run at right angles to streets. Lots 1-4 will comply with provisions for double frontage lots: a 10' landscaped buffer is proposed to screen the rear yard from public view; the home is not proposed to front on NE Goodwin Road/NE 28<sup>th</sup> Street. Building envelopes are shown on the Preliminary Plans.
- E. There is a segment of the T-29 trail mapped at the southernmost end of the site. A paved sidewalk is stubbed to the south end of the site for pedestrians to connect to a future trail.
- F. Landscaping will be provided on each lot and within common areas as required by code. Please see section 18.13 – *Landscaping* below as well as the Preliminary Landscape Plan which has been submitted with this application for reference.
- G. A 6' public utility easement is proposed along the street frontage of all lots for electric lines and other public utilities not owned by the city.
- H. There is a Category II wetland located on the west portion of the site as well as an offsite wetland in the southeastern portion of the site. A non-fish bearing stream is located in the southeast corner of the parcel. The site contains Oregon white oak habitat. A Critical Areas Report and Buffer Mitigation Plan are included with this application.
- I. Street signs will be installed by the developer.
- J. Street lighting is proposed for the development along the public street as required.

#### **17.19.040 – Infrastructure Standards**

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

Streets A, B and C are proposed 2-lane public local access roadways that will serve the development. These streets will provide a 52' right-of-way, 28' paved width, 5' detached sidewalks with 7' planter strips. Streets B and C will terminate in a cul-de-sac. Streetlights will be installed per code requirements.

Street D is a proposed private road that will provide access to lots 21-26.

Table 17.19.040-2 Minimum Public Street Standards

Roadway Type	ROW Width	Pavement Width	Sidewalk
A. Street	52'	28'	5' detached both sides of the street with planter strip. No parking on one side.
C. Street (three-lane)	74'	46'	6' detached sidewalks required on both sides of the street, with planter strip, bike lanes, no on-street parking

Private tracts/shared driveways are proposed to serve lots 5-7, 15-16, and 25-26.

### **Circulation:**

The block perimeter exceeds perimeter length therefore the site does not meet circulation standards. There are wetlands to the south and streams to the west that prevent roads expanding in either direction. To the east, the intersection between Streets A and B allows for future developments to meet circulation standards. To the west of the site, parcel 172546000 can feasibly have take direct access from Goodwin Road in a future development scenario. The same can be true for parcel 173171000, but the proposal does allow for the extension of the private access in tract A to serve this lot in a short plat scenario.

The proposed cul-de-sac street, Street B, has a dead-end length of 800'. The site to the south is not within the urban growth boundary and is also owned by Clark County. No vehicular circulation is shown extended to the south due to the presence of wetlands and shoreline. A pedestrian connection will extend to the east and west for a future trail alignment. A pedestrian connection also connects to each cul-de-sac.

Tract B will provide access to parcel 173206000 to the east. The existing driveway to parcel 173206000 will be removed during the development of this site, future access will be via the new subdivision and Tract B.

### **Turnarounds:**

The proposed Streets B and C terminate in cul-de-sacs that can be utilized as a fire turnaround. The dead-end length of Street B as measured from the face of curb on Street A to the end of the cul-de-sac is 800'. The cul-de-sac has a 44' radius as measured to the back of sidewalk and complies with standard detail ST-36. The dead-end length of Street C is 269'.

### **Intersection Design:**

The intersection of Street A with NE Goodwin Road/NE 28<sup>th</sup> Street has been designed as far east as possible to achieve sight distance given the curve west of the site along NE Goodwin Road/NE 28<sup>th</sup> Street.

### **Pedestrian/Bicycle Circulation:**

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

**Parking:**

The average lot size is less than 7,400 sf, therefore additional parking is required per CMC 17.19.040.B.10.e. The proposal provides 8 additional parking spaces to meet this requirement. See Section 18.11 – *Parking* below for further details.

**Traffic Study:**

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

- “1. The proposed Reserve at Green Mountain project will include the construction of a residential subdivision on a single property addressed at 2625 NE Goodwin Road in Camas, Washington. The proposal will include the construction of 38 single-family detached houses, maintaining 1 existing house for a net increase of 37 homes. Access to the site will be provided via a proposed street connection along NE Goodwin Road.
2. The trip generation calculations show that the proposed subdivision is projected to generate an additional 26 AM peak hour trips, 35 PM peak hour trips, and 348 average weekday trips.
3. The proposed development is projected to impact nine of the transportation facilities where proportionate share fees are being collected by the City of Vancouver. The proposed development application will need to contribute a proportionate share fee of \$34,199 toward these transportation improvement projects.
4. No significant trends or crash patterns were identified at any of the study intersections that are indicative of safety concerns. Accordingly, no crash-related mitigation is necessary or recommended as part of the proposed development application.
5. Adequate intersection and stopping sight distances are available at the proposed site access intersection to allow for safe and efficient operation along NE 28th Street. No sight distance related mitigation is necessary or recommended.
6. Left-turn lanes, traffic signals, 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.
7. The proposed development will reconstruct its associated street frontage with NE 28th Street to include pedestrian and bicycle facilities in accordance with City of Camas street standards. Additionally, appropriate pedestrian and bicycle facilities will be constructed within site internal streets to accommodate student pickup/drop-off via school bus. Therefore, adequate pedestrian and bicycle facilities will be available to accommodate students who may reside within the proposed Reserve at Green Mountain subdivision,

and no further mitigation to pedestrian and bicycle facilities are necessary and recommended.

8. 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.

9. The northeast bound left-turn lane at the intersection of NE Ingle Road at NE Goodwin Road is projected to experience 95th percentile queues which exceed the available striped lane storage. However, this excess queue can be accommodated by the northeast bound through lane without extending back to any other public intersection or driveway along NE Goodwin Road. Limited to no impacts to other intersections, as well as the study intersection itself, are expected to occur due to this queuing. Therefore, no queuing-related mitigation at the intersection is recommended as part of the proposed development.”

### **Sewer and Water**

The site will be served by the City of Camas for public sewer service. There is an 8” gravity main located in the north half of NE Goodwin Road/NE 28<sup>th</sup> Street. This gravity sewer will be extended into the site and will directly serve the lots 1-7 in the development. Due to the existing grade that slopes significantly away from NE 28<sup>th</sup> Street, the remaining lots will be served by a grinder pump system. The applicant will also allow an easement over tract F for any future sanitary sewer improvement that the City has planned in the future.

City of Camas will provide public water service. There is an existing 12” water main located in the south half of NE 28<sup>th</sup> Street. The development will extend a new 8” water main through the site from NE 28<sup>th</sup> Street to serve the new lots. Four new fire hydrants are proposed within the development and an existing hydrant will be moved to expand 28<sup>th</sup> St. A separate irrigation service will be provided for the public landscape areas.

### **Stormwater and Erosion Control**

Stormwater runoff from pollution generating surfaces is proposed to be treated using filter cartridges and then routed to a detention pond.

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

## Title 18 - Zoning

### **18.07 – Use Authorization**

The site is designated as being within the R-7.5 zoning district, a single-family residential district. The applicant proposes to subdivide the site into 38 lots for the intended use of single-family detached dwellings. This use is permitted outright in the R-7.5 zone.

### **18.09 – Density and Dimensions**

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

#### **Density Calculation:**

Total site area = 11.31 acres

Critical Areas and Open Space = 3.94 acres

Net area = 7.37 acres

$38 \text{ units} / 7.37 \text{ acres} = 5.15 = 5.2 \text{ units per acre}$

<b>Table 1 CMC 18.09.040– Density and Dimensions for Single-family Residential Zones</b>			
	<b>R-7.5</b>	<b>Density Transfer</b>	<b>Proposed</b>
Maximum density (dwelling units/net acre)	5.8	5.8	5.42
Average lot area (square feet)	7,500	-	<b>5,816*</b>
Minimum lot size (square feet)	6,000	5,250	<b>4,541*</b>
Maximum lot size (square feet)	12,000	9,000	8,581
Minimum lot width (feet)	70	60	<b>45*</b>
Minimum lot depth (feet)	90	80	100
Maximum building lot coverage	40%	40%	<b>50% &amp; 55%*</b>
Maximum building height (feet)	35	35	35

\*Additional flexibility requested per CMC 18.09.060.D

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

\*Additional flexibility requested per CMC 18.09.060.D

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

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

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

The proposed open space tract exceeds ½ acre of contiguous area, therefore the site qualifies for flexibility in regards to lot standards. Per Camas Municipal Code 18.09.060 the applicant is requesting flexibility in the following code requirements:

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

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

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

### **18.11 – Parking**

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

Per CMC 17.19.040.B.10.e one additional off-street parking space is required for every five units when the average lot size is less than 7400 sf. With 38 proposed lots, 8 off-street parking spaces are required. 8 total off-street parking spaces are proposed. These spaces are located on tract F adjacent to lot 20 and near the main park area. These parking spaces meet the standard space dimensions and have a width of 9' and a depth of at least 18'.

### **18.13 – Landscaping**

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

A 20-unit/acre tree density per net acre is required per CMC 18.13.051. The site is 11.3 acres therefore 226 tree units are required. A total of 754 tree units are provided with this development between new proposed plantings and existing trees to be retained. The tree density is met by providing street trees, and plantings within the proposed tract areas. The proposed and adjacent uses are residential or open space, so specific landscape buffers are not required.

### **18.15 – Signs**

No signs are proposed with this project at this time.

### **18.17 – Supplemental Development Standards**

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

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

### **18.55 – Administration and Procedures**

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

A preapplication meeting is required per CMC 18.55.060. A preapplication conference was held on December 23, 2024 and a land use application was submitted within 180 days.

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

## **Shoreline Master Program**

The pre-application conference report stated that a Shoreline Substantial Development Permit may be required. The shoreline jurisdiction extends to the onsite wetland area in the SW corner of the site. There are no direct impacts proposed to the wetland or the shoreline jurisdiction therefore a Shoreline Substantial Development Permit is not required.