

# Oliver Terrace Subdivision

## Preliminary Narrative

### **INTRODUCTION**

The Oliver Terrace Subdivision proposes to divide parcel 178221000, approximately 18.46 acres of gross site area into 12 single-family residential lots. The site is located at 1004 SE Everett Rd, Camas, Washington 98607. There is one existing home, one barn and other outbuildings on the site. These outbuildings are slated to be removed with the proposed plan.

Right-of-way widths and any necessary dedications will be confirmed with the pre-app. A boundary and topography survey of the property has been completed. The existing home on site along with the existing driveway will remain. Lots 1-11 will gain access through a proposed public road, N. 49<sup>th</sup> street, terminating with a cul-de-sac on-site. Lot 12 will remain using the existing driveway and access from SE Everett Road. The existing development to the west, Lacamas Hills Sub division, has stubbed all the necessary utilities and roadway to the site, while the proposed Lot 12 is proposed to get a water service line extended from SE Everett Road.

The parcel has 2 zoning classifications on-site. There is North Shore Lower Density (LD-NS) as well as North Shore Mixed Use (MX-NS). The existing home will remain on lot 12. All of the subdivision is located in the LD-NS zone. Developments to the West and South are zoned LD-NS. This project proposes to shift the zoning boundary for the MX-NS approximately 200 feet to the west. This is shown on the pre-application plat. Approximately 5 acres of MX-NS zoned property would be a remainder lot with this subdivision. This would be available for future MX-NS development along with any City transportation improvement projects.

Per 18.09.040 – Density and dimensions – Single-family residential zones (B. Density Transfer Lots) states that LD-NS requires maximum lot size of 9,000 square feet, with minimum lot sizes to be 5,250 square feet. The site is proposing 14 new single-family lots with a storm tract and an open space tract that is encumbered with critical areas and steep slopes. These critical areas allow the use of density transfer for the proposed lots. The proposed average lot size is 8,724 square feet with all lot sizes complying to the min./max. required. A second remainder lot is proposed in the LD-NS zoned area. This lot is adjacent to the MX-NS zoned property and could further develop in the future. There is approximately 8 acres of open space tracts proposed with the project.

Homes on the future lots are tentatively scheduled to be constructed in 2026 or later.

### **TITLE 13: PUBLIC SERVICES**

Camas is the water purveyor for the parcel. The site will extend the water main to serve the new lots and loop where feasible. A new water service line will extend from SE Everett Road to serve only the existing Lot 12. Fire hydrants will be placed at the direction of the Fire Marshal meeting the necessary spacing requirements. There is an existing well on the property that provides water for the existing home and AG purposes. This well will be decommissioned.

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Camas is the sewer purveyor for this property. The point of connection is located in N. 49<sup>th</sup> to the west. Sewer main will be extended into the site to serve the proposed lots with gravity sewer in phase I. Phase II would require grinder pumps and pressure sewer to serve the existing home and proposed lots 13-14. An existing septic system would be removed with phase II of the project and the existing home would be connected to public sewer.

All new fire hydrants required will be shown on the preliminary plans. Camas Fire will review the hydrant locations and plans for compliance. The cul-de-sac turnaround will serve as the emergency and fire turnaround as well as any public turnaround with phase I. The local streets will provide adequate access for fire trucks and emergency vehicles. A hammerhead turnaround is proposed for emergency vehicle access in phase II. The new homes proposed with this development will be sprinkled per Camas Fire requirements.

### **TITLE 14: STORMWATER PROVISIONS**

#### *CMC 14.02 – STORMWATER CONTROL*

Stormwater control will conform to the requirements of the Camas City Code 14.02. Stormwater from the new impervious surfaces will be treated by bioretention, bioswales, mechanical storm filters or other approved bmp's.

On-site infiltration will be used where feasible for disposal. Also, other approved LID or traditional BMP's may be used to treat or infiltrate stormwater on-site. There are currently no stormwater facilities on site.

The on-site soil is HcB, HcE, LIB, MeA, OmE, ThA (hydric), VaB, and VaC. The geotechnical report and infiltration testing will confirm this and be submitted with the preliminary application.

#### *CMC 14.04 – WATER RESOURCES PROTECTION*

Water resource protection will conform to the requirements of the Camas City Code 14.04. All proposed systems on-site account for and do not allow for any other discharges than what is considered allowed in this code section.

#### *CMC 14.06 – EROSION AND SEDIMENT CONTROL*

Erosion and sediment control will conform to the requirements of the Camas City Code 14.06. The proposed subdivision is required to submit a Stormwater Pollution Prevention Plan (SWPPP) due to the size being greater than 1 acre. This plan will be submitted with the final engineering submittals after the preliminary phase.

### **TITLE 15: BUILDINGS AND CONSTRUCTION**

#### *CMC 15.40 – BLASTING*

Construction of the proposed utilities and stormwater infrastructure may require limited blasting depending on subsurface conditions encountered during final design and

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excavation. Should blasting be necessary, all activities will be conducted in full compliance with CMC 15.40 - Blasting, including permit acquisition, safety planning, and coordination with the Fire Marshal as required. At this time, no blasting is proposed and no blasting permit is being requested; this note is provided to acknowledge the applicable regulatory framework should blasting become necessary during construction.

### **TITLE 16: ENVIRONMENT**

#### CMC 16.01 – SEPA

Due to the critical areas mapped on-site and the project proposing more than the exempt level of 9 dwelling units, the project is required to submit an environmental checklist and comply with the CMC 16.01 code section under the State Environmental Protection Act. The completed checklist has been submitted with this application.

#### CMC 16.31 – ARCHAEOLOGICAL

The site is located in an area known to be moderate to high probability for the presence of archaeological objects, and is therefore required to submit an archaeological predetermination report to comply with the requirements of CMC 16.31.

The DAHP receipt has been submitted with this application.

#### CMC 16.51 – CRITICAL AREAS

GIS shows there are critical habitat areas, wetland presence, as well as steep slopes on the property. SWT has performed geotechnical soils testing on the site. Ecological Land Services has evaluated the site for wetlands and habitat. Two Oregon White Oaks were located on-site and are shown on the plans to be retained and avoided in the open space tract.

A full critical areas report will be prepared by ELS and submitted with this application.

### **TITLE 17: LAND DEVELOPMENT**

#### ROADS, PARKING AND ACCESS

N. 49th is an existing road from the development to the West with a connection point to lead into the site which will terminate at a cul-de-sac. N. 49<sup>th</sup> Circle will provide access to the proposed lots with phase I. At minimum each lot will have two driveway parking spaces and two garage spaces. The existing home will remain on lot 12 and a hammerhead turnaround is proposed to meet fire turnaround requirements. Improvements to Everett Road/ SR-500 will take place with future MX-NS development on the east side of the property.

#### TRAFFIC

It has been determined that a transportation impact analysis is not required due to the proposed development not creating more than 199 vehicle trips per day. However, Site distance, vision clearance, traffic circulation, trip distributions for both AM and PM

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Peaks along with intersection analysis's for intersections with 20 or more additional trips will need to be addressed by a traffic engineer.

A report covering the items mentioned above has been submitted within section I of this application.

### CMC 17.11 – SUBDIVISIONS

The City of Camas defines a subdivision as having more than 10 lots. The project proposes 12 lot, 11 new lots and 1 existing home on Lot 12. The residential development in the LD-NS zone are slated for phase 1 while MX-NS is slated in phase 2 with no plans to develop at this time. The proposed project will be processed as a Type III decision under CMC 18.55.

Due to the proposed phasing of the project, a phase lines have are identified in the preliminary site plans. Furthermore, the explanation of phasing and timing will be described here in the narrative.

The Oliver Terrace Subdivision is now proposed as a two-phase development. Phase 1 includes the construction of N. 49th Circle, a public road terminating in a cul-de-sac that will serve Lots 1 through 11. Lot 12, which contains the existing home, will remain and is exempt from minimum lot size requirements under CMC 18.09.040 due to its status as an existing dwelling. This phase also includes a zoning map adjustment to shift the LD-NS and MX-NS boundary approximately 200 feet west, increasing the MX-NS area and better aligning with anticipated transportation improvements. The adjustment is reflected on the pre-application plat and will be processed in coordination with the City's comprehensive plan update. A Homeowners' Association (HOA) will be established as part of the subdivision to assume ownership and maintenance responsibilities for the open space tracts, stormwater facilities, and any shared access improvements not maintained by the City. The HOA will be responsible for ensuring long-term compliance with applicable maintenance standards and will be governed by recorded CC&Rs submitted with the final plat.

Phase 2 will encompass the MX-NS zoned remainder lot. At this time, there are no plans for development within Phase 2. The area is expected to be influenced by the City of Camas road improvement project involving North Shore Boulevard, which remains in the design phase. Final alignments and construction timelines have not yet been established, and future development of the MX-NS area will be coordinated with the City once those improvements are underway.

All plan requirements shall be met under this code section. All required plans have been submitted with this application.

### CMC 17.19 – DESIGN AND IMPROVEMENT STANDARDS

The project proposes development improvements in a variety of areas and will be required to meet the minimum standards outlined in CMC 17.19 in addition to the requirements set forth in the underlying zoning code sections.

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The project proposes 2 flag lots, Lots 10 and 11 and will conform to the design criteria stated in *CMC 17.19.D.05*. The code sections states that the pole of the lot must be a minimum of 20feet wide with a minimum of 12 feet of pavement. This is for a singular flag lot, and the project proposes Lots 10 and 11 to each have a pole width of 10 feet each, equalling 20 feet in total. The proposed pavement will be approximately 18 feet in width and serve as access to both lots. Both lots will have sufficient driveway space within the primary area of the lot to service 2 off-street parking spaces each.

In addition to the lotting design, CMC 17.19.F outlines landscaping requirements for the proposed subdivision. It is required that each dwelling unit shall have at least (1) 2 inch caliper tree in the right-of-way planting strip or in the front yard except for flag lots and lots accessed by a tract. The plans

### **TITLE 18: ZONING**

#### *CMC 18.09 – DENSITY AND DIMENSIONS*

The project parcel has 2 zoning classifications within it, LD-NS and MX-NS. The subdivision is an outright allowed use in the LD-NS portion of the site and will be subjected to the requirements of CMC 18.09.040 Table 1 listed below and highlighted for the applicable information.

*Table 1—Density and Dimensions for Single-family Residential Zones<sup>1</sup>*

	<b>R-6</b>	<b>R-7.5</b>	<b>R-10</b>	<b>R-12</b>	<b>R-15</b>	<b>LD-NS</b>
<b>A. Standard New Lots</b>						
Maximum density (dwelling units/net acre)	7.2	5.8	4.3	3.6	2.9	5.8 <sup>7</sup>
Minimum density (dwelling units/net acres)	X	X	X	X	X	4
Average lot area (square feet) <sup>4</sup>	6,000	7,500	10,000	12,000	15,000	7,500
Minimum lot size (square feet)	4,800	6,000	8,000	9,600	12,000	5,400 <sup>8</sup>
Maximum lot size (square feet) <sup>3</sup>	9,000	12,000	14,000	18,000	24,000	12,000
Minimum lot width (feet)	60	70	80	90	100	40 <sup>9</sup>
Minimum lot depth (feet)	80	90	100	100	100	90 <sup>10</sup>
Maximum building lot coverage <sup>5</sup>	40%	40%	35%	30%	30%	N/A
Average building lot coverage <sup>6</sup>	N/A	N/A	N/A	N/A	N/A	45%
Maximum building height (feet) <sup>2</sup>	35	35	35	35	35	35 <sup>11</sup>
<b>B. Density Transfer Lots<sup>1</sup></b>						
Maximum density (dwelling units/net acre)	7.2	5.8	4.3	3.6	2.9	5.8
Minimum lot size (square feet)	4,200	5,250	7,000	8,400	10,500	5,250
Maximum lot size (square feet) <sup>3</sup>	7,200	9,000	12,000	14,400	18,000	9,000
Minimum lot width (feet) <sup>1</sup>	50	60	60	70	80	40
Minimum lot depth (feet) <sup>1</sup>	80	80	90	90	100	80
Maximum building lot coverage	40%	40%	40%	35%	35%	60%
Maximum building height (feet) <sup>2</sup>	35	35	35	35	35	35

**Notes:**

1. For additional density and dimension provisions, see CMC Sections 18.09.060 through 18.09.180.
2. Maximum building height: three stories and a basement, not to exceed height listed.
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 underlying zone.
4. Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.

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5. The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
6. Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to fifty-five for single-story development and/or lots below five thousand square feet.
7. Does not apply to cottage-style development.
8. Minimum lot size for cottage-style development shall be two thousand four hundred square feet and rowhouse developments shall be one thousand eight hundred square feet.
9. Minimum lot width for cottage-style development shall be thirty feet and rowhouse developments shall be twenty feet.

Oliver Terrace Subdivision will utilize the density and lot dimensions set forth in Table 1 to meet the requirements of Density Transfer Lots. The project should be allowed to follow these standards to protect the critical areas previously mentioned on the site. The proposed project will have a net area of approximately 18.08 acres. Phase 1 will comply with the density transfer lots. Phase 1 will have lots 1-11 which are not proposed to exceed 9,000 sf and comply with the minimum lot frontage width of 40 feet. Lots 1-11 also have a lot depth greater than the 80 feet minimum. Lot 12 will encompass the existing home, therefore making it exempt from the lot dimensional standards. Under the Density Transfer Lots, there is no minimum density requirements. The project calculates the net area in accordance with the city requirements of the gross project area minus open space and critical areas. The net acreage of the LD-NS zone with this proposed plan equals 3.73 acres. The maximum density allowed is 5.8 du/ac. The 12 lots proposed, gives a density calculation of 3.2 du/ac and does not exceed the allowed maximum.

*Table 2—Building Setbacks for Single-Family Residential Zones<sup>1</sup>*

Lot Area	Up to 4,999 sq. ft.	5,000 to 11,999 sq. ft.	12,000 to 14,999 sq. ft.	15,000 or more sq. ft.	LD-NS
Minimum front yard (feet)	20 <sup>2</sup>	20 <sup>2</sup>	25 <sup>2</sup>	30 <sup>2</sup>	10-25 <sup>3</sup>
Minimum side yard (feet)	5	5	10	15	5
Minimum side yard flanking a street and corner lot rear yard (feet)	10	10	15	15	10
Minimum rear yard (feet)	20	25	30	35	10-20 <sup>4</sup>
Minimum lot frontage on a cul-de-sac or curve (feet)	25	30	35	40	25

**Notes:**

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

All lots through both phases are in compliance with the setbacks as described above.

CMC 18.11 – PARKING

CMC 18.11.100 states that residential off-street parking shall be proposed of either a parking strip, driveway, garage, or a combination of the 3 and should be located on the lot they are intended for. The proposed project does not require additional parking beyond this requirement and will be proposed in the form of a driveway and garage. Each lot will have the capacity for up to 4 parking space, but no less than the required minimum of 2.

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### CMC 18.13 – LANDSCAPING

Required as a part of this application, on-site significant trees have been surveyed and evaluated as a part of the impacts of the development. It has been observed that 2 oaks are on-site and will need to be avoided where developing. The current proposal shows the locations of these oaks and avoids developing within the drip lines.

Additional landscaping requirements mentioned previously in this narrative stated that 1 tree per lot, except for flag lots and lots accessed by a tract, will be required in the right-of-way planting strip or in the front lawn.

CMC 18.13.051 Table 1 outlines the required tree density units. This table states that the proposed project shall meet the 30 Tree Units per Net Acre. At approximately 18.08 acres, the proposal shall meet a minimum of 542.4 Tree Units. CMC 18.13.051 Table 2 breaks down the tree units per the trees size for existing trees. The project will retain approximately 400 trees which equates to rough 1,800 tree units and far exceeds the required, despite proposing new trees. An arborist report will be conducted and submitted with this application.

### CMC 18.15 – SIGNS

There are no permanent signs being proposed at this time. It was discussed that temporary address signs will need to be constructed and used during the construction phase in case of emergencies. These temporary signs will be constructed on site and are exempt from permit requirements per CMC 18.15.100.

### CMC 18.17 – SUPPLEMENTAL DEVELOPMENT STANDARDS

At this time the project is not proposing accessory structures or retaining walls. If this changes, the project will address this code section for further information and design requirements.

### CMC 18.19 – DESIGN REVIEW

Due to the location of the proposed project and being within the North Shore subarea the proposal will be required to adhere to the procedures and requirements of CMC 18.19.

The proposed project, although is only proposing low density single family residential, will be required to meet the minimums determined in the North Shore Design Manual. The requirements described in CMC 18.19.050.4 seem to only reflect on projects in HD-NS, C-NS, MX-NS, and ME-NS zones. The proposed project has an MX-NS zone, but is not being proposed with any improvements within that zone therefore making this code section not applicable to the proposed plans.

### CMC 18.34 – AIRPORT OVERLAY ZONING

The project does have an existing overlay and is subjected to the procedures and requirements within Zone C of the Airport Overlay Zone. CMC 18.34.080 states that the owner will be informed of construction and remodeling techniques that would decrease the noise associated with the airport operation. It also states that all permitted uses are

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permitted through the underlying zone.

### *CMC 18.51 – COMPREHENSIVE PLAN AND ZONING AMENDMENTS*

This project does propose an update to the comprehensive and zoning maps by shifting the zone line to enhance the buildable area after the new road construction is completed. However, there is a current pause on annual comprehensive plan amendments, and this will be addressed in the 2045 Comprehensive Plan updates.

Thank you for your time and assistance with this project. Please contact Scott Taylor with SGA Engineering at 360-993-0911 or [staylor@sgaengineering.com](mailto:staylor@sgaengineering.com) for additional information or with any questions/clarifications.