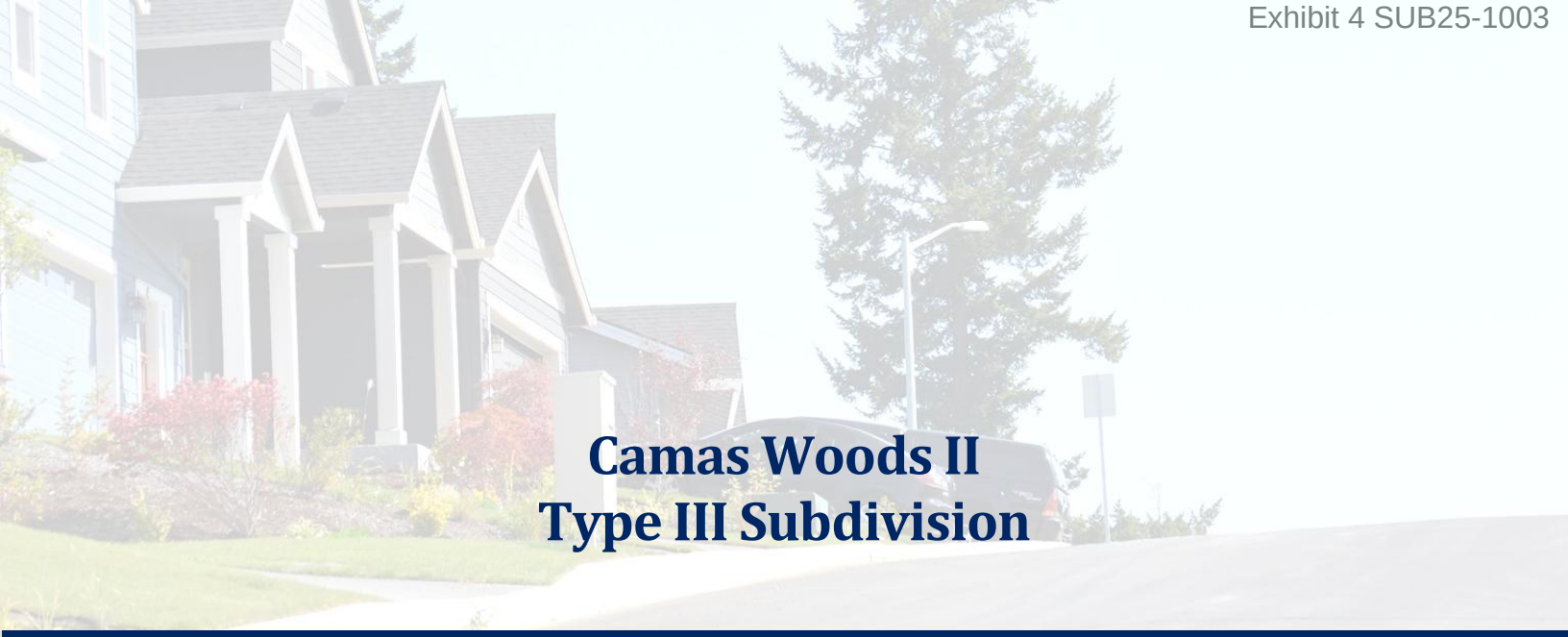
2. Land Use Narrative



Camas Woods II
Type III Subdivision

Date: April 2025

Submitted to:
City of Camas
Community Development Department
616 NE 4th Avenue
Camas, WA 98607

Applicant:
Camas Woods 3, LLC
19120 SE 34th Street, Suite 103
Vancouver, WA 98683
Andy Swanson
(503) 936-8514
andy@hsr-capital.com

AKS Job Number: 8397-01

AKS ENGINEERING & FORESTRY

Table of Contents

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Applicant:

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19120 SE 34th Street, Suite 103
Vancouver, WA 98683
Andy Swanson
(503) 936-8514
andy@hsr-capital.com

Property Owners:

Larry K. Johnston & Melinda S. Johnston
5616 NE 399th Street
La Center, WA 98629

Windfall Holdings LLC
5616 NE 399th Street
La Center, WA 98629

Applicant's Consultant:

AKS Engineering & Forestry, LLC
9600 NE 126th Avenue, Suite 2520
Vancouver, WA 98682

Contact(s): Michael Andreotti, RLA
Email: andreottim@aks-eng.com
Phone: (360) 882-0419

Site Location:

26514 SE 8th Street & 26416 SE 8th Street
Camas, WA 98607

Clark County Parcels:

178109-000 & 178209-000

Site Size:

±8.79 acres (±383,003 square feet)

Land Use Districts:

North Shore Higher Density Residential (HD-NS)

I. Executive Summary

Through this application, Camas Woods 3, LLC (Applicant) requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 78-lot subdivision (Camas Woods II). The subdivision will include 78 lots for the future construction of 78 attached single-family homes. The project site will gain access from SE 8th Street. An internal street network will be constructed to serve the lots. The project will also accommodate future circulation to the east and west with the half-width frontage improvements of SE 8th Street. A local street within the site will stub to the north to provide future circulation and connectivity. Each lot will be provided with sanitary sewer and water service, storm sewer, and other dry utilities. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, including Applicant Authorization Forms, the Pre-Application Conference Report, Preliminary Engineering Plans, a Geotechnical Soil Analysis Report, a Preliminary Stormwater Design Report (TIR), a Traffic Study, a Critical Areas Report, a SEPA Checklist, an Archaeological Predetermination Report, a Title Report, a Tree Report, and Mailing Labels.

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

- Subdivision of two single-family lots into 78 attached single-family lots
- Construction of an internal public street network to serve the development and provide future circulation to adjacent properties
- Construction of all necessary utilities to serve the project and future development
- Creation of opens space for existing tree preservation.
- Extension of the multi-use path from the Camas Woods subdivision to the east.

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

II. Site Description/Setting

The subject site consists of two parcels and is ±8.79 acres in size. The site is addressed as 26514 SE 8th Street and 26416 SE 8th Street, Camas, WA 98607. The included properties are identified as Parcels 178109-000 and 178209-000 of the Northeast Quarter of Section 35, Township 2 North, Range 3 East, Willamette Meridian. The site is zoned North Shore Higher Density Residential (HD-NS) and is in the Airport Overlay – Zone C overlay. The properties north and east of the site are zoned North Shore Lower Density Residential (LD-NS). The properties south and west of the site are zoned HD-NS. The parcels to the north and east are in use as single-family residential. The parcels to the west are in use as a church. The parcels to the south of the site across SE 8th Street are currently in use as single-family residential.

The site fronts SE 8th Street (public) right-of-way to the south. Pavement for SE 8th Street currently terminates at the west side of Parcel 178209-000. Access for Parcels 178109-000 and 178209-000 is currently gained through driveways from termination SE 8th Street pavement. Access to SE 8th Street is from SE Everett Steet (State Route 500).

The site is relatively flat, with a low ridge that runs from the southeast corner to the northwest corner, and slopes down to the northeast and southwest. According to Clark County Geographic Information Services (GIS), portions of the site have slopes up to 15 percent. The existing vegetation consists of

evergreen and deciduous trees and shrubs, turfgrass, and field grass. The archaeological predictive for the site is moderate to high and there are mapping indicators for archaeological site buffers. All critical areas and wetlands will be discussed in further detail later in this narrative.

III. Applicable Review Criteria

Camas Municipal Code

Title 5 – Business Taxes, Licenses and Regulations

Chapter 5.45 Telecommunications

5.45.365 Location of facilities.

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

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

Title 12 – Streets, Sidewalks and Public Places

Chapter 12.24 Street Names

Response: All planned streets will be named according to the City of Camas *Street Naming Manual* (October 2010). All street names shown in the Preliminary Engineering Plans are placeholders for reference purposes only. All streets will be named prior to final platting.

Title 14 – Stormwater Provisions

Chapter 14.02 Stormwater Control

Response: The site has two drainage basins for stormwater. Stormwater runoff generated from the south half of the site will be collected on-site and conveyed to stormwater vaults for treatment, underground detention, and infiltration. An emergency overflow is provided to the existing ditch in SE 8th Street. Stormwater runoff generated by the north half of the site will be collected on-site and conveyed to stormwater vaults for treatment, underground detention, and infiltration. An emergency overflow is provided in open space Tract D. All stormwater will be discharged as allowed by the City of Camas Municipal Code (CMC). The planned stormwater system is designed to meet the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Design Report (TIR) and Preliminary Engineering Plans included with this application for more information.

Title 15 – Buildings and Construction

Chapter 15.04 Building Code

15.04.030 Amendments to the referenced codes.

(…)

D. International Fire Code.

(…)

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

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

Response: There is an existing fire hydrant located along SE Everett Street just north of SE 8th Street. New fire hydrants are planned within the site. All new fire hydrants are designed to meet spacing requirements. All future homes in the subdivision will be provided with fire sprinklers as required by the City of Camas. Emergency access for all lots in the subdivision will come from the existing and planned public streets. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas.

Title 16 – Environment

Chapter 16.07 SEPA Categorical Exemption and Threshold Determinations

16.07.020 Exemption levels.

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

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

Response: This project is for a Type III Subdivision. This project will create 78 attached single-family residential lots; therefore, this project is not exempt from the State Environmental Policy Act (SEPA). A SEPA checklist has been prepared and is included with this application.

16.07.040 Environmental checklist.

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

Chapter 16.31 Archaeological Resource Preservation

16.31.070 Predetermination report required.

Response: An Archaeological Predetermination Report was performed by Applied Archaeological Research, Inc. (AAR) on November 5, 2024. That report is included in this application. It looked at Parcels 178109-000 and 178209-000 and found no artifacts within the site and does not recommend further archaeological work within the project area. The report did not identify any structures that meet the requirements for listing in the National Register of Historic Places. Refer to the Archaeological Predetermination Report included with this application for more information.

Chapter 16.51 General Provisions for Critical Areas

16.51.090 Applicability.

Response: This application is for a Type III Subdivision. Ecological Land Services, Inc. (ELS) prepared a Critical Areas Determination for the project. ELS did not identify any wetlands or other critical areas on-site. Refer to the Critical Areas Report included in this application for more information.

Chapter 16.59 Geologically Hazardous Areas

Response: A Geotechnical Soil Analysis Report was completed by Columbia West on September 6, 2024. No evidence of steep slopes or unstable soil conditions was found within the project area. Refer to the Geotechnical Soil Analysis Report included with this application for more information.

Title 17 – Land Development

Chapter 17.11 Subdivisions

17.11.030 Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.

2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

Response: A pre-application conference was held on November 7, 2024. The meeting notes for the pre-application conference were issued on November 22, 2024. The pre-application report is included in this application.

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

1. Completed general application form as prescribed by the community development director, with the applicable application fees;

2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);

3. Complete applications for other required land use approvals applicable to the proposal;

4. A vicinity map showing location of the site;

5. A survey of existing significant trees as required under CMC Section 18.13.045;

6. All existing conditions shall be delineated. Site and development plans shall provide the following information:

a. A plat map meeting the standards identified in CMC Section 17.01.050,

b. Owners of adjacent land and the names of any adjacent subdivisions,

c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),

d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,

e. Location of existing and proposed sidewalks, street lighting and street trees,

f. Location, footprint and setbacks of all existing structures on the site,

g. Lot area and dimensions for each lot,

h. Location of proposed new property lines and numbering of each lot,

i. Location of the proposed building envelopes and sewer tanks,

j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,

k. Location of any proposed dedications,

l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,

m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,

n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,

o. Location of all existing fire hydrants within five hundred feet of the proposal; and

p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.

7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:

a. Two-foot contours,

b. The proposed lots and existing topography,

c. The proposed lots with proposed topography, and

d. Total quantities of cut and fill;

8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);

9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;

10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;

11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;

12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and

13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.

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

Response: This application is for a Type III Subdivision. The application package contains an owner authorization form in lieu of the completed general application form, the Pre-Application Conference Report, Preliminary Engineering Plans, a Geotechnical Soil Analysis Report, a Preliminary Stormwater Design Report (TIR), a Traffic Study, a Critical Areas Report, a SEPA Checklist, an Archaeological Predetermination Report, a Title Report, a Tree Report, and Mailing Labels.

Response: This application is for a Type III Subdivision to divide two parcels into 78 attached single-family residential lots.

D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:

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

Response: The planned subdivision meets all applicable goals of the Camas Comprehensive Plan by providing housing and circulation for vehicles and pedestrians. This planned subdivision will provide future connections to the surrounding parcels and develop underutilized parcels. This project will create open space tracts that will blend the natural and built environments. This project is anticipated to generate a total of 544 average daily trips (ADTs) therefore no additional traffic management measures are required as no road within the project will carry more than 700 ADT.

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

Response: The planned subdivision will require water, stormwater, and sanitary sewer facilities.

Two drainage basins for stormwater are planned. Stormwater runoff generated from the south half of the site will be collected on-site and conveyed to stormwater vaults for treatment, underground detention, and infiltration. An emergency overflow is provided to the existing ditch in SE 8th Street. Stormwater runoff generated by the north half of the site will be collected on-site and conveyed to stormwater vaults for treatment, underground detention, and infiltration. An emergency overflow is provided in open space Tract D. All stormwater will be discharged as allowed by the CMC. The planned stormwater system is designed to meet the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW).

This project will extend the planned water main in SE 8th Street from the Camas Woods subdivision to the east and connect to the existing water main in SE Everett Street. Water will be extended into the site from the main in SE 8th Street and looped through the site to provide service to each lot.

Sanitary sewer for the site will be run through individual grinder pumps for each lot, with connections to a force main installed in SE 8th Street. That force main will continue west to SE Everett Street and Washington State Department of Transportation (WSDOT) right-of-way, then head south along SE Everett Street and connect to a pressure lateral that will be installed with the Camas Woods subdivision.

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

Response: All planned roads meet or exceed the standards of the City of Camas six-year street plans, North Shore Design Standards Manual, and the Camas Design Standards Manual. Planter strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for utilities, as shown in the plans included with this application. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The planned subdivision will dedicate right-of-way for five new public streets within the project site. One private road will be placed in a tract to allow for private lot access. A 6-foot private utility easement (PUE) will be provided along the frontage of each proposed lot with the final plat. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: As indicated on the plans submitted with this application, all lots are oriented to front a public street or private street tract and are appropriately shaped to allow for future home construction. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: As described and depicted on the plans and documents submitted with this application, this project complies with all requirements of the Camas Municipal Code (CMC) and other relevant regulations. Refer to the submitted application materials included with this narrative for more information.

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

Response: The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a Transportation Impact Study (TIS). The TIS used a subdivision with up to 78 attached single-family lots. Trip generation was calculated using the *ITE Trip Generation Manual 11th Edition.* The TIS states the project will generate 544 ADTs with 35 a.m. peak hour trips and 43 p.m. peak hour trips.

The site contains two existing single-family residences. These existing residences generate 20 ADT with two a.m. peak hour trips and two p.m. peak hour trips. Therefore, the planned subdivision will generate a net of 524 new ADT with 33 new a.m. peak hour trips and 41 new p.m. peak hour trips.

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

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

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

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

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

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

Response: As stated previously, the planned subdivision meets all applicable goals of the Camas Comprehensive Plan. The site is within ±1.5 miles of multiple parks and a public boat launch for Lacamas Lake. The project will also provide open space tracts within the site. Existing trees on-site will be protected to the greatest extent practicable, and new trees will be planted. This project will construct a street network to provide vehicle and pedestrian circulation and provide safe walking routes to the schools south of the site.

Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

Chapter 17.19 Design and Improvement Standards

17.19.020 Improvements, supervision, inspections and permits required.

A. Required Improvements.

1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install centralized mail delivery boxes as determined by the U.S. Postal Service, together with all appurtenances in accordance with specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.

2. Other improvements installed at the option of the developer shall conform to city requirements.

3. Existing wells, septic tanks and septic drain fields shall be abandoned, in accordance with state and county guidelines regardless of lots or properties served by such utility unless otherwise approved by public works director.

Response: Parcels 178109-000 and 178209-000 are currently used as single-family residences. Two septic systems and a water well are present on-site and will be abandoned in accordance with state and City guidelines. Paved streets with curbs, gutters, and sidewalks will be constructed during the project. Lots will be provided with all required utilities, including sanitary sewer, water, and other private utilities. Refer to the Preliminary Engineering Plans included with this application for more information.

17.19.030 Tract, block and lot standards.

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

Response: The planned subdivision includes two-tiered blocks where practical. Lots along the east boundary will generally create a two-tiered block with the neighboring subdivision and lots along the west boundary allow for a two-tiered block to be created should the parcel to the west redevelop. Single-tiered blocks are proposed along the north and south boundary due to a stormwater facility that will be constructed along the north boundary and a collector street located along the south boundary. Refer to the Preliminary Engineering Plans included with this application for more information.

C. Compatibility with Existing Land Use and Plans.

Response: The planned subdivision is surrounded by existing residential uses to the north and south, a proposed subdivision to the east, and a church to the west. The single-family residential use of the subject site is compatible with the surrounding uses. All planned streets and private roads meet or exceed the requirements of existing adopted plans and other adopted City regulations.

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

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

Response: Lots nine through 12 do not front a public road. All other lots within the planned subdivision front a public road. Lots nine through 12 are designed to front a private road tract which fronts a public road. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

3. Building Envelopes. No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:

a. For single-family residential zones, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,

b. For multi-family zones, a suitable size and configuration generally includes a building envelope of twenty feet by forty feet.

c. Other factors in considering the suitability of the size and configuration of any residential lot include the presence of, or proximity to critical areas, adjoining uses or zones, egress and ingress, and necessary cuts and fills;

Response: Building envelopes, in the form of setbacks, are shown on the Preliminary Engineering Plans. The planned lots are designed for attached townhomes with setbacks that allow for homes ranging from 20 feet wide to 25 feet wide. All lots allow for homes that are a minimum of 40 feet deep. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The planned subdivision does not include flag lots; therefore, this standard does not apply.

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

Response: Lots one through eight and 75 through 78 are designed with frontage to SE 7th Avenue with their rear backing up to SE 8th Street, which is classified as a Collector Street. A 10-foot landscape tract has been provided between the rear of the lots and SE 8th Street's right-of-way. A 6-foot-tall wood fence will be constructed along the rear lot line. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All corner lots have sufficient width and depth to allow for adequate vision clearance at the corners. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

Response: A trail is planned through the BPA easement on site, extending the trail from the Camas Meadows subdivision to the east. An easement will be provided over the trail to the City. Refer to the Preliminary Engineering Plans included with this application for more information.

> F. Landscaping.

Response: One street tree is planned for each single-family lot. Due to driveways, streetlights, and utilities, trees are not able to be placed at 30 feet on center throughout the development. Existing trees on-site will be protected to the greatest extent practicable. Street trees will be installed within the designated timeframe and landscaping will conform to the Camas Design Standards Manual and will not obstruct any vision clearance areas. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: A 6-foot-wide PUE along the front and street side property lines is shown on the Preliminary Engineering Plans and will be provided on the final plat. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All street lighting will conform with City of Camas and Clark Public Utilities (CPU) standards. Refer to the Preliminary Engineering Plans included with this application for more information.

17.19.040 Infrastructure standards.

> **A. Private Street. Private street(s) may be authorized when all of the following occur:**
>
> > **1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;**

Response: One private street tract is planned. That private street will gain access from SE 7th Avenue within the project site boundary. The planned private street will not affect existing or future circulation. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: One private street tract is planned. That private street tract will be owned and maintained by the HOA. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The planned private street tract will provide access to four lots with full development of the subdivision. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The planned private street tract will only connect to SE 7th Avenue. Refer to the Preliminary Engineering Plans included with this application for more information.

> > **5. Conform to the Camas Design Standard Manual;**

Response: The private street will serve four lots. Private streets serving four or fewer lots are required to be built to Private Street A standards with a minimum 12-foot paved surface in a 20-foot tract with no parking on both sides. The private street is designed with a 20-foot paved surface within a 24-foot tract. This meets or exceeds the requirements of the CMC Private Street A standards. Refer to the Preliminary Engineering Plans included with this application for more information.

6. Alleys shall be privately owned and maintained;

Response: Alleys are not proposed with this application. This standard does not apply.

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

Response: Garbage and recycling for lots that access from the private street tract will be placed at the public right-of-way frontage.

Emergency vehicle access is planned from the public right-of-way to the private street. The planned private street is ±117 feet long and does not require a fire turnaround. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: A parking enforcement covenant will be recorded and included on the final plat, outlining the provisions for parking enforcement.

B. Streets.

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

Response: Half-width frontage improvements are planned for SE 8th Street, which include a 24-foot-wide paved surface, with a six-foot detached sidewalk and a six-foot planter strip on the north side of the road. All planned interior local streets will be built to CMC and public road standards. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Half-width frontage improvements are planned for SE 8th Street. SE 8th Street is classified as a North Shore Collector Street within the North Shore Subarea Plan. All road improvements are designed to meet CMC 17.19.040 and North Shore Subarea standards. Refer to the Preliminary Engineering Plans included with this application for more information.

3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:

a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;

b. The immediate improvement of the street would result in a short, isolated segment of improved street;

c. The frontage is part of an impending or imminent city street improvement project;

d. Street improvements in the vicinity are unlikely to occur within six years.

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

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

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

6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the public works department and authorized by city council in approval of the plat.

a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.

Response: N Johnson Street is designed to stub to Parcel 178226-005 at the north site boundary. Half-width street improvements are planned to be constructed along SE 8th Street at the south and east site boundary. The half-width improvements to SE 8th Street will connect with the road improvements that occurred during the Camas Woods construction. Circulation is not planned for parcels to the west, as they are fully developed as a church. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The subject site is within the North Shore Subarea. All streets within the project are designed to meet CMC 17.19.040 and the North Shore Subarea standards. Five public roads are planned with the project ("A" Street, SE 7th Avenue, "A" Drive, SE 6th Avenue, and N Johnson Street). All public roads within the project will be constructed as Local Streets. SE 8th Street abuts the south boundary of the project site and is designated as a Collector Street. All planned Local Streets will be constructed with 54 feet of right-of-way, including a 28-foot wide paved surface with two 10-foot travel lanes and one 8-foot parking lane, 7-foot planter strips, and 6-foot detached sidewalks. Half-width frontage improvements are planned along SE 8th Street, which include a 24-foot-wide paved surface, with a six-foot detached sidewalk and a six-foot planter strip on the north side of the road. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All intersections are designed at right angles. Offset intersections and intersections with arterial roadways are not planned with this project. Refer to the Preliminary Engineering Plans included with this application for more information.

10. Street Layout. Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.

a. Circulation Plan. Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:

i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the director;

ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;

iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);

iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and

v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: A circulation plan meeting the above standards is provided in the Preliminary Engineering Plans, which are included in this application. The planned street network provides internal circulation, complete with connections to existing infrastructure, street stubs, and half-width street improvements, allowing for the future expansion of the circulation network. This project will also provide a pedestrian path outside of the planned street network for additional circulation. The planned pedestrian path travels through tracts C, D, and F and will connect to paths that are being built with the Camas Woods subdivision. These paths connect under the BPA easement in tract D. An easement will be provided over the trail to the City. All planned paths will be constructed to City specifications. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

Response: There are no blocks within the project that are greater than 600 feet long; therefore, this standard does not apply. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: There are no cul-de-sacs or permanent dead ends within the project that are over 300 feet long; therefore, this standard does not apply. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: There are no cul-de-sacs or permanent dead ends within the project that are over 300 feet long; therefore, this standard does not apply. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

Response: The project's average residential lot size is less than 7,400 square feet; therefore, additional off-street parking is required. The planned subdivision includes 78 residential lots; therefore, 16 off-street parking spaces are required. Common parking areas are planned in Tracts C, F, and G, for a total of 16 parking stalls. These parking areas are distributed throughout the site. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The subject site is within the North Shore Subarea. All streets within the project are designed to meet CMC 17.19.040 and the North Shore Subarea standards. Five public roads are planned with the project ("A" Street, SE 7th Avenue, "A" Drive, SE 6th Avenue, and N Johnson Street). All public roads within the project will be constructed as Local Streets. SE 8th Street abuts the south boundary of the project site and is designated as a Collector Street. All planned Local Streets will be constructed with 54-feet of right-of-way, including a 28-foot wide paved surface with two 10-foot travel lanes and one 8-foot parking lane, 7-foot planter strips, and 6-foot detached sidewalks. Half-width frontage improvements are planned along SE 8th Street, which include a 24-foot-wide paved surface, with a six-foot detached sidewalk and a six-foot planter strip on the north side of the road. Refer to the Preliminary Engineering Plans included with this application for more information.

N Johnson Street is stubbed to the northern property line for future extension, creating a temporary dead end ±173 feet in length. However, access to lot 61 and the parking area are within 150 feet of the N Johnson Street and SE 6th Avenue intersection. The Applicant is not proposing a turnaround for this temporary dead end, as all access can be obtained within 150 feet of the intersection. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All sidewalks are designed to meet the standards of Table 17.19.040-1 and Table 17.09.040-2 and the North Shore Subarea Design standards. Refer to the Preliminary Engineering Plans included with this application for more information.

C. Utilities.

1. Generally. All utilities designed to serve the development shall be placed underground and, if located within a critical area, shall be designed to meet the standards of the critical areas ordinance.

a. Those utilities to be located beneath paved surfaces shall be installed, including all service connections, as approved by the public works department; such installation shall be completed and approved prior to application of any surface materials.

b. Easements may be required for the maintenance and operation of utilities as specified by the public works department.

2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.

a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.

b. Duplex, tri-plex, and townhome units shall each have a dedicated sewer lateral, unless otherwise approved by the public works director or designee.

c. Multifamily units shall have one sewer lateral per building.

d. Commercial or industrial units shall have privately owned and maintained sewer systems acceptable to the city.

Response: All lots will be served with public sanitary sewer by the City of Camas. Sanitary sewer for the site will be run through individual grinder pumps for each lot, with connections to a force main installed in SE 8th Street. That force main will continue west to SE Everett Street and WSDOT right-of-way, then head south along SE Everett Street and connect to a pressure lateral that will be installed with the Camas Woods subdivision. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The site has two drainage basins for stormwater. Stormwater runoff generated from the south half of the site will be collected on-site and conveyed to stormwater vaults for treatment, underground detention, and infiltration. An emergency overflow is provided to the existing ditch in SE 8th Street. Stormwater runoff generated by the north half of the site will be collected on-site and conveyed to stormwater vaults for treatment, underground detention, and infiltration. An emergency overflow is provided in open space Tract D. All stormwater will be discharged as allowed by the CMC. The planned stormwater system is designed to meet the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Design Report (TIR) and Preliminary Engineering Plans included with this application for more information.

4. Water System.

Response: All lots will be served with public water provided by the City of Camas. This project will extend the planned water main in SE 8th Street from the Camas Woods subdivision to the east and connect to the existing water main in SE Everett Street. Water will be extended into the site from the main in SE 8th Street and looped through the site to provide service to each lot. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 17.21 Procedures for Public Improvements

17.21.030 Land disturbing activities—Erosion prevention/ sediment control.

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

A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.

B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the

engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.

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

D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

Response: A preliminary erosion control plan is included in the Preliminary Engineering Plans. A detailed and site-specific erosion control plan will be provided with final construction plans for review and approval by the City. Refer to the Preliminary Engineering Plans included with this application for more information.

Title 18 – Zoning

Chapter 18.09 Density and Dimensions

18.09.050 Density and dimensions—Multifamily residential zones.

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

Table Notes:
1. The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.
5. Maximum four stories but not to exceed height listed.
6. Does not apply to cottage-style development.
8. Minimum side yard flanking street shall be 10 feet for cottage-style and rowhouse developments.
9. Building heights shall "step-down" and provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS

zone within 20 feet (measured horizontally) of an existing single detached residential building 30 feet or less in height. The building-height-transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure.

10. Maximum building height for cottage-style development shall be 25 feet.

Response: The site is in the HD-NS zoning district and is required to meet the dimensional and setback standards of this zoning district. The site has a gross area of ±8.79 acres. Approximately 1.61 acres are planned as open space, creating a net area of ±7.17 acres. The minimum density allowed on the site is 10 units per acre. The maximum density allowed on the site is 18 units per acre. A minimum of 72 units are required and up to 129 units are allowed. Seventy-eight attached units are planned. The minimum lot area is 1,900 square feet, with a minimum width of 20 feet and minimum depth of 95 feet. All lots are designed to meet dimensional standards and are sized to allow for future home construction while meeting setback requirements. The planned attached lots will have a 0-foot side setback where the units are attached. All garages that are facing the public right-of-way will be set back a minimum of 20 feet to allow for vehicle parking on each planned lot. Refer to the Preliminary Engineering Plans included with this application for more information.

18.11.030 Location.

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

A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.

B. For multiple dwelling, rooming or lodging house: two hundred feet.

(…)

D. For uses other than those specified above: four hundred feet.

Response: Parking for the residential lots is located on the same lot as the residence. Refer to the Preliminary Engineering Plans included with this application for more information.

18.11.100 Residential parking.

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

Response: Off-street parking will be provided for each detached lot and will consist of a garage and driveway. Additional off-street parking will be provided in three common parking areas distributed throughout the subdivision. Refer to the Preliminary Engineering Plans included with this application for more information.

18.11.130 Standards.

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

Response: Two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with driveway and garage spaces. Additionally, 16 off-street parking spaces are provided in common

parking areas to meet the requirements of CMC 17.19.040.B.10.e. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.13 Landscaping

18.13.020 Scope.

B. The standards of this chapter shall apply to the following:

1. Commercial, industrial, governmental uses, and land divisions;

(…)

3. Parking lots with greater than four spaces;

Response: This application is for a Type III Subdivision to divide two parcels into 78 attached single-family residential lots with open space tracts that include parking stalls. Therefore, the requirements of this chapter apply.

18.13.040 Procedure for landscape, tree and vegetation plans.

A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.

B. A tree survey must be included for any applicable development proposing to remove trees.

Response: A tree survey was completed by AKS Engineering & Forestry, LLC (AKS) and is included in the Tree Report and the Preliminary Engineering Plans. Landscape Plans are also included in the Preliminary Engineering Plans with this application. Two-Hundred-Fifteen Tree Units are required for this project. Four-Hundred-Fifty-Four Tree Units are planned with this project. Refer to the Tree Report and Preliminary Engineering Plans included with this application for more information.

18.13.045 Tree survey.

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

Response: A tree survey (included in the Tree Report) has been prepared by a certified arborist with AKS and is included with this application. Trees on the interior of the site were not included in a topographic survey. A fixed radius plot cruise was performed as an alternative to a topographic survey and detailed evaluation of the site's trees. Six plots were randomly located throughout the tree stand to determine the average density, size, and condition of the site's trees. The stand is dominated by Douglas-Firs planted in rows with a density of ±300 trees per acre. The tree rows are spaced ±12' apart and each tree is spaced at ±10' within the rows. Some scattered Bigleaf Maples and Red Alders were found in the stand. According to AKS's certified arborist, the trees are generally in good condition. Refer to the attached Tree Report and Preliminary Engineering Plans for more information.

B. A tree survey must contain the following:

1. Inventory.

a. Map of the site, with tree locations numbered

b. Include all significant trees that will be impacted by the proposed development, which may include trees off-site if canopies overhang the subject property. Open space tracts to be set aside for conservation purposes do not need to be included in survey.

c. Provide the common and scientific name of inventoried trees.

Response: The tree survey, conducted by AKS's certified arborist, includes a detailed tree inventory with location numbers, identifying significant trees along the edges of the development area and within open space zones. This tree inventory is included in the Tree Report. Surveyed trees that will be protected and impacted with the project are identified on the Preliminary Engineering Plans. All trees that were determined to be within the middle of the development area were not surveyed. Refer to the Preliminary Engineering Plans and Tree Report included with this application for more information.

2. Assessment.

a. Size. Measure and provide the diameter at breast height (DBH).

b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)

c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.

d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.

e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

Response: The tree survey, conducted by AKS's certified arborist, includes a detailed tree inventory with tree size, species, and condition. This tree inventory is included in the Tree Report. Surveyed trees that will be protected and impacted with the project are identified on the Preliminary Engineering Plans. All trees that were determined to be within the middle of the development area were not surveyed. Refer to the Preliminary Engineering Plans and Tree Report included with this application for more information.

18.13.050 Standards for landscape, tree and vegetation plans.

(…)

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

Response: One street tree is planned for each single-family lot. Due to driveways, streetlights, and utilities, trees are not able to be placed at 30 feet on center throughout the development. Existing trees on-site will be protected to the greatest extent practicable. Planned street trees and landscaping will conform to the Camas Design Standards Manual. Landscaping will be provided on the individual lots by the future homeowners. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All plants used in this project will be native or adapted to the northwest climate. All plant materials will meet the requirements of this section. Two-Hundred-Fifteen Tree Units are required for this project. Four-Hundred-Fifty-Four Tree Units are planned with this project. Refer to the Landscape Plans within the Preliminary Engineering Plans included with this application for more information.

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

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

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

Response: No invasive species are planned to be used as vegetation in this project. Refer to the Preliminary Engineering Plans included with this application for more information.

> **F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).**
>
> **G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species,**

if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

Response: All plant materials and sizes are shown on the Landscape Plans included in the Preliminary Engineering Plans. Planting size is selected to provide the best opportunity for plant survival and integration into the overall development. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

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

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

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

K. Vision clearance hazards shall be prohibited.

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

18.13.051 Minimum tree density requirement.

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

18.13.051 Table 1: Required Tree Density	
Proposed Activity	North Shore Subarea Required Minimum Tree Density per Net Acre[1]
New Development	30 Tree Units
1 At least fifty percent of minimum tree density shall be achieved through retention of existing trees where the existing tree coverage on the site would allow for this standard to be met. If this standard cannot be met, an arborist report is required to demonstrate that it cannot be met. Replacement trees must be native and/or coniferous species. More information is included in the North Shore Design Manual.	

B. Tree Density Calculation. Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit,

as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

Response: The subject site has a gross area of ±8.79 acres. Approximately 1.62 acres of open space are planned, for a net site area of ±7.17 acres. Thirty tree units per acre are required per the CMC; therefore, 215 units are required. There are 373 tree units planned for retention on-site. Planned site trees and street trees will provide an additional 81 tree units. The planned project will provide a total of 454 tree units, with more than 82 percent of the tree units provided through the retention of existing trees. Refer to the Preliminary Engineering Plans included with this application for more information.

18.13.052 Tree and native vegetation preservation.

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

Response: The areas selected for tree retention are where larger, mature trees were grouped together. There is no significant native understory vegetation on the site. Invasive species will be removed with the project. Refer to the Preliminary Engineering Plans included with this application for more information.

B. In designing a development project and in meeting the required tree density, the applicant must provide a Landscape, Tree and Vegetation plan that retains healthy, wind firm trees in the following priority:

1. Trees located within critical area buffers. Trees must be identified within a protected tract.
2. Significant wildlife habitat, or areas adjacent and buffering habitat.
3. Significant trees that are greater than 36 inch dbh.
4. Groves of trees, or other individual healthy trees with the intent to retain must be located in separate tract if part of a land division, or other protective mechanism if other development type,
5. Trees, that if removed would cause trees on adjacent properties to become hazardous.

Response: There are no critical area buffers or significant wildlife habitat areas located on the project site as evidenced by the Critical Areas Report that is included in this application. Two groves of mature significant trees are being protected with this project. These groves are located in separate tracts and contain the largest diameter trees within the site. It is not anticipated that on-site tree removal will cause trees on adjacent properties to become hazardous. Refer to the Preliminary Engineering Plans, and Tree Report included with this application for more information.

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

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

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

Response: Existing trees will be preserved on-site and provide adequate tree units to meet this requirement. Three-Hundred-Seventy-Three tree units planned for retention on-site. Planned street trees will provide an additional 81 tree units. The planned project will provide a total of 454 tree units, with more than 82 percent of the tree units provided through the retention of existing trees. Street trees will also be provided, for additional tree units. Refer to the Preliminary Engineering Plans included with this application for more information.

18.13.060 Parking areas.

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

Response: All planned parking areas are provided with perimeter landscaping. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The interior of the planned parking areas is landscaped with trees and shrubs. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Per CMC, two trees are required for the planned parking areas. Three trees are planned; one in Tract G and two in Tract C. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Perimeter landscape areas are planned with the parking areas in the open space tracts. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

Response: Curbs are planned to be adjacent to planting areas to prevent vehicles from overhanging and damaging plant material. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Where parking aisles are shown, planting areas are provided to protect parked vehicles. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No more than 15 parking stalls are in a single row within the project. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.15 Signs

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

Chapter 18.17 Supplemental Development Standards

18.17.030 Corner lot vision clearance area.

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

18.17.050 Fences and walls.

Response: All residential lot fences will not exceed 6 feet in height. Therefore, permits will not be required for fences. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.19 Design Review

18.19.050 Design principles.

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

A. Standard Principles.

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

Response: All landscaping is planned to be done with a purpose and will help integrate the neighborhood into the surrounding environment. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: This project provides multiple open spaces to protect existing trees to the greatest extent practicable. The open spaces will be integrated into the development and be open for future residential use. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No structures are proposed as part of this application; however, guidelines will be included in the codes, covenants, & restriction (CC&Rs) documents for the subdivision. These elements will be reviewed during the building permit process.

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

Response: The subject site does not have any known historic or heritage elements specifically related to it. This project will provide large open space tracts for tree protection. These protected open spaces will help maintain some of the natural elements of the site. Refer to the Preliminary Engineering Plans included with this application for more information.

B. Specific Principles.

1. Gateways.

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

2. Commercial and Mixed Uses.

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

Response: There are no commercial or mixed-use areas located on the subject site. Refer to the Preliminary Engineering Plans included with this application for more information.

3. Multifamily.

(…)

b. Townhomes and Rowhouses.

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

Response: All parking for the townhomes will be in driveways and garages. Therefore, no screening is required. Common parking areas are planned and distributed throughout the site. All common parking areas will be screened with landscaping. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All future buildings will be two-story townhomes and range from two to four attached units per structure. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All future buildings will be two-story townhomes and range from two to four attached units per structure. These structures will be similar in size to the surrounding existing homes. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No structures are proposed as part of this application; however, future building walls will be broken up and have articulation and the blank look will be avoided. These elements will be reviewed during the building permit review.

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

Response: Detached garages are not proposed with this application. Therefore, this standard does not apply.

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

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

4. **North Shore Subarea. All development within the North Shore subarea shall meet the minimum requirements determined in North Shore Design Manual.**

a. **Use a stepped-transition in building height and mass to move from higher density to lower density and from more intense mix-of-uses to single uses to provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS, C-NS, MX-NS, and ME-NS zones within twenty feet (measured horizontally) of an existing single detached residential building thirty feet or less in**

height. The building height transition standard is met when the height of the taller building does not exceed one foot of height for every one foot separating the new building from the existing single detached residential structure.

b. Vary lot sizes, front yard setbacks, and building product type for residential uses to avoid predictable suburban development patterns (also known as "cookie cutter" development) and better reflect the natural geography.

Response: No structures are proposed as part of this application; however, future construction will create single-family-unit townhomes. The planned single-family lots range from ±20 feet wide to ±29 feet wide, with a few lots wider than 29 feet. Multiple open spaces are planned with this project, which will help break up the site. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All attached single-family units within the project have a garage, which assists in minimizing the visibility of off-street surface parking. Additional common parking areas are planned and distributed throughout the site to minimize the amount of parking in one location. These common parking areas are landscaped to minimize the visibility of off-street parking. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No structures are proposed as part of this application; however, during future construction, public-facing facades will be provided, and entries will be covered for weather protection. This will be reviewed during building permit review.

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

Response: Commercial use buildings are not proposed with this application. This standard does not apply.

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

Response: No structures are proposed as part of this application. Building aesthetics and materials will be reviewed during building permits. The project provides multiple open spaces, complete with native trees, to maintain some of the natural environment within the site. Landscaping using native and naturalized plant material will help complement the surroundings.

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

Response: All lighting will meet the requirements of the CMC. Preliminary Lighting Plans are included within the Preliminary Engineering Plans.

Chapter 18.55 Administration and Procedures

18.55.060 Preapplication conference meeting—Type II, Type III.

Response: This application requires a pre-application conference meeting, which was held on November 7, 2024.

18.55.110 Application—Required information.

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

A. A copy of a completed city application form(s) and required fee(s);

B. A complete list of the permit approvals sought by the applicant;

C. A current (within thirty days prior to application) mailing list and mailing labels of owners of real property within three hundred feet of the subject parcel, certified as based on the records of Clark County assessor;

D. A complete and detailed narrative description that describes the proposed development, existing site conditions, existing buildings, public facilities and services, and other natural features. The narrative shall also explain how the criteria are or can be met, and address any other information indicated by staff at the preapplication conference as being required;

E. Necessary drawings in the quantity specified by the director;

F. Copy of the preapplication meeting notes (Type II and Type III);

G. SEPA checklist, if required;

H. Signage for Type III applications and short subdivisions: Prior to an application being deemed complete and Type III applications are scheduled for public hearing, the applicant shall post one four-foot by eight-foot sign per road frontage, unless a different size (not to be less than six square feet) is approved by the director. The sign shall be attached to the ground with a minimum of two four-inch by four-inch posts or better. The development sign shall remain posted and in reasonable condition until a final decision of the city is issued, and then shall be removed by the applicant within fourteen days of the notice of decision by the city. The sign shall be clearly visible from adjoining rights-of-way and generally include the following:

1. Description of proposal,
2. Types of permit applications on file and being considered by the City of Camas,
3. Site plan,
4. Name and phone number of applicant, and City of Camas contact for additional information,
5. If a Type III application, then a statement that a public hearing is required and scheduled. Adequate space shall be provided for the date and location of the hearing to be added upon scheduling by the city.

I. A copy of a full title report.

Response: This application is for preliminary plat approval. All information required to satisfy the conditions of CMC 18.55.110 are included in this application.

North Shore Subarea Design Manual

Section 2 – Land Use and Development Standards

2.2 North Shore Higher Density Residential (HD-NS)

Intent and Character

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

Response: This application is for a 78-lot preliminary plat approval. Future construction of attached single-family homes (townhomes/rowhouses) is planned. Townhomes are permitted outright, subject to the approval of applicable permits in the HD-NS zoning district. The planned use for the project is appropriate for the existing zoning of the property.

Design Standards and Guidelines

Dimensional Standards

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

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

Response: The site is in the HD-NS zoning district and is required to meet the dimensional and setback standards of this zoning district. The site has a gross area of ±8.79 acres. Approximately 1.61 acres are planned as open space, creating a net area of ±7.17 acres. The minimum density allowed on the site is 10 units per acre. The maximum density allowed on the site is 18 units per acre. A minimum of 72 units are required and up to 129 units are allowed. Seventy-eight attached units are planned. The minimum lot area is 1,900 square feet, with a minimum width of 20 feet and minimum depth of 95 feet. All lots are designed to meet dimensional standards and are sized to allow for future home construction while meeting setback requirements. The planned attached lots will have a 0-foot side setback where the units are attached. All garages that are facing the public right-of-way will be set back a minimum of 20 feet to allow for vehicle parking on each planned lot. Refer to the Preliminary Engineering Plans included with this application for more information.

Site Development Guidelines

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

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

Response: Open spaces are provided throughout the site for the protection of existing trees and to provide green space for future residents. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Each lot will have its own garage, which will provide off-street parking and minimize the visibility of off-street parking. Additional common parking areas are planned and distributed throughout the site to minimize the amount of parking in one location. These common parking areas are landscaped to minimize the visibility of off-street parking. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

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

Site Development Principles

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

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

Response: Planned parking areas will be screened with landscaping. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No structures are proposed as part of this application; however, attached single-family buildings are planned for future construction. All single-family buildings will have entries facing the public streets, except for townhomes served by a private street. Those entrances will face the private street. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The on-site HD-NS zoning district abuts the LD-NS zoning district to the east and north off-site. No structures are proposed as part of this application; however, attached single-family buildings are planned for future construction. The planned attached townhomes will be two-story and similar in scale to the homes allowed in the lower-density residential zoning districts. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No structures are proposed as part of this application. Weather protection for public-facing facades and building entries will be provided. These elements will be reviewed during the building permit process.

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

Response: All lighting will meet the requirements of the CMC. Preliminary Lighting Plans are included within the Preliminary Engineering Plans.

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

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

2.6 Parks and Open Space

Intent and Character

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

The intent of the subarea is to locate trails and open spaces throughout the area, as well as on the edge of the subarea to create buffers for wildlife and to provide recreation opportunities.

Design guidelines for parks and open space should be applied to all developments that incorporate parks and open space uses, regardless of the zone of the development. Parks and open space uses could include public plazas, pocket parks, sustainable stormwater management, HOA/private parks with future development agreements, public easements, and streetscapes, including public gathering spaces.

Response: The planned application will include multiple open spaces for the protection of existing on-site trees, as well as providing recreational opportunities for residents. Refer to the Preliminary Engineering Plans included with this application for more information.

Site Design Principles

The following principles apply to parks and open space.

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

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

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

Response: Multiple open spaces are planned for the protection of existing on-site trees. Soil within the open space tracts will be protected. The project will also follow the general topography of the site to the greatest extent possible. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Existing trees on-site will be protected to the greatest extent practicable. Planned landscaping includes native and naturalized plant material to retain the natural character of the subarea. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: A pedestrian path is planned with this project. The planned pedestrian path travels through tracts C, D, and F and will connect to paths that are being built with the Camas Woods subdivision. All planned paths will be constructed to City specifications. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

Section 3 – Streetscapes and Right-of-Way

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

3.1 Design Guidelines

Street Lighting

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

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

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

Response: Streetlights will provide lighting for the streets. Street lighting details will be determined and reviewed during final engineering.

Signage

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

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

Street Furniture

- Seating should be provided in public spaces (within mixed-use, commercial, and open spaces) to create passive recreation opportunities to pause or spend time.
- Planters should be used to provide transition from streetscapes to public plazas and establish a sense of place.
- To promote alternative transportation, proposed bicycle lanes, shared use paths, and trails should be supplemented with access to bicycle parking to allow for safe and easy transition from transit to interaction with commercial activities.
- Bike facilities shall be visually appealing and enhance the streetscape.

- Bike infrastructure, such as covered bike-parking, repair stations, and docked bike share, is encouraged near hubs in open space and commercial and mixed use areas.

Response: Street furniture is not proposed with this application. This standard does not apply.

Street Landscaping

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

Response: Street trees and street landscaping in front of open space tracts are planned with this application. Street landscaping in front of private residential lots will be provided during home construction. Refer to the Preliminary Engineering Plans included with this application for more information.

Tree Grates

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

Response: Tree grates and specific storm grates are not proposed with this application. This standard does not apply.

3.2 Rights-of-Way

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

Local Streets

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

Response: The subject site is within the North Shore Subarea. All streets within the project are designed to meet CMC 17.19.040 and the North Shore Subarea standards. Five public roads are planned with the project ("A" Street, SE 7th Avenue, "A" Drive, SE 6th Avenue, and N Johnson Street). All public roads within the project will be constructed as Local Streets. SE 8th Street abuts the south boundary of the project site and is designated as a Collector Street. All planned Local Streets will be constructed with 54-feet of right-of-way, including a 28-foot wide paved surface with two 10-foot travel lanes and one 8-foot parking lane, 7-foot planter strips, and 6-foot detached sidewalks. Half-width frontage improvements are planned along SE 8th Street, which include a 24-foot-wide paved surface, with a six-foot detached sidewalk and a six-foot planter strip on the north side of the road. Refer to the Preliminary Engineering Plans included with this application for more information.

Collector Streets

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

Response: The subject site is within the North Shore Subarea. All streets within the project are designed to meet CMC 17.19.040 and the North Shore Subarea standards. Five public roads are planned with the project ("A" Street, SE 7th Avenue, "A" Drive, SE 6th Avenue, and N Johnson Street). All public roads within the project will be constructed as Local Streets. SE 8th Street abuts the south boundary of the project site and is designated as a Collector Street. All planned Local Streets will be constructed with 54-feet of right-of-way, including a 28-foot wide paved surface with two 10-foot travel lanes and one 8-foot parking lane, 7-foot planter strips, and 6-foot detached sidewalks. Half-width frontage improvements are planned along SE 8th Street, which include a 24-foot-wide paved surface, with a six-foot detached sidewalk and a six-foot planter strip on the north side of the road. Refer to the Preliminary Engineering Plans included with this application for more information.

Enhanced Pedestrian Crossings

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

Bulb Outs, Refuge Islands, and Midblock Crossings

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

Response: The planned roadway network is made up mostly of Local Streets, with SE 8th Street having the only higher classification as a Collector Street. No Arterial Street crossings are planned with this project. Enhanced crossings are not typically used for Local Streets; therefore, no enhanced crossings are planned. Refer to the Preliminary Engineering Plans included with this application for more information.

3.3 Street Trees

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

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

Response: One street tree is planned for each single-family lot. Due to driveways, streetlights, and utilities, trees are not able to be placed at 30 feet on center throughout the development. Planned street trees and landscaping will conform to the Camas Design Standards Manual. Landscaping will be provided on the individual lots by the future homeowners. The planned Local Street sections require planter strips; therefore, no tree grates are proposed with this application. Refer to the Preliminary Engineering Plans included with this application for more information.

IV. Conclusion

This application is for the approval of a 78-lot preliminary plat within the North Shore Sub Area for the future construction of attached single-family homes. The planned development meets the requirements of the City of Camas HD-NS zoning district standards and the applicable portions of the City of Camas Municipal Code.

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