



STAFF REPORT

Camas Heights Subdivision

File No. SUB21-01

(Consolidated files: SEPA21-14, CA21-08, ARCH21-07)

Report Date: April 28, 2022

TO	Hearings Examiner	HEARING DATE	May 4, 2022
PROPOSAL	To subdivide 37.27 acres into 122 single-family lots.		
LOCATION	The site is located at 22630 NE 28 th St in the NE ¼ of Section 21, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcels 173157000.		
APPLICANT/ OWNER	Lennar Northwest, Inc 11807 NE 99 th St Suite 1170 Vancouver, WA 98682	CONTACT	AKS Engineering & Forestry Michael Andreotti 9600 NE 126 th Ave Suite 2520 Vancouver, WA 98682
APPLICATION SUBMITTED	November 2, 2021 Resubmitted November 19, 2021	APPLICATION COMPLETE	November 29, 2021
SEPA	The City issued a SEPA Mitigated Determination of Non-significance (MDNS) on March 10, 2022, with a comment period that ended on March 24, 2022. The SEPA DNS was mailed to property owners and published in the Post Record on March 10, 2022. Legal publication #667700.		
PUBLIC NOTICES	A Notice of Application and Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on March 3, 2022. Legal publication #666050. A Notice of a Rescheduled Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on April 14, 2022. Legal publication #680310.		

APPLICABLE LAW: The application was submitted on November 2, 2021, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic* type.]

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SUMMARY

An application has been made to the City of Camas for preliminary plat approval to subdivide approximately 37.27 acres zoned Single-Family Residential (R-10). The preliminary plat proposal would separate this area into 122 lots ranging in size from approximately 7,200 square feet to 12,000 square feet. The site contains two wetlands, steep slopes, and Oregon White Oaks. The proposal includes critical areas, open space, access, utility, and stormwater facility tracts.

The subject site is bordered to the north and west by Green Mountain Estates Subdivision zoned Single-family Residential R-10 and R-6. To the east, are single-family residences zoned Agriculture in unincorporated Clark County. To the south is NE 28th Street. The site has an existing single-family residence, barn, and detached structure. The site consists of grass and shrubs and trees in the northern and western portions of the site.

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

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Mitigated Determination of Non-Significance (MDNS) was issued on March 3, 2022, as the proposed development includes more than nine residential dwelling units per CMC 16.07.020.A.1. and contains critical areas. The comment period ended March 24, 2022, and two comments were received. One comment was from the Department of Ecology regarding wetlands, solid waste management, and water quality (Exhibit 33). The second comment was from the Department of Fish and Wildlife concerning Oregon White Oaks (Exhibit 34). These comments are addressed in the findings below.

FINDING: Staff finds the comments provided by the Department of Ecology and Department of Fish and Wildlife should be complied with.

Chapter 16.31 Archaeological Preservation

An archaeological predetermination report dated September 2, 2021, was prepared by Applied Archaeological Research, Inc. and was sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

FINDING: Staff finds a condition of approval is warranted that if potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Chapter 16.51 Critical Areas

CMC Chapter 16.61 – Geological Hazardous Areas

City mapping identified the subject property within an area of geologically hazardous areas (i.e., steep slopes). As such, the applicant submitted a geotechnical report prepared by GeoPacific Engineering, Inc dated March 8, 2021. The slopes are primarily located in the northern portion of the parcel and range from 0 to 25 percent grade. Gradients decrease rapidly to the south, with the southern half of the site being under 5 percent grade. Staff finds the site to be developable if the recommendations in the geotechnical report are followed.

CMC Chapter 16.53 - Wetlands

Clark County GIS mapping identified the subject property with two wetlands. As such, the applicant submitted a *Critical Areas Report* dated October 2021 prepared by AKS Engineering which identified a Category IV on-site/off-site wetland as Wetland A (1.77-acres on site) and a Category IV on-site Wetland B (.15-acres). Per CMC 16.53.040, A Category IV wetland, with a High-Intensity Use requires a 50-foot buffer.

Wetland A

The applicant is proposing to impact the southern portion of Wetland A. The impacts are necessary to accommodate the frontage improvements for NE 28th Street. The impacts have been minimized due to a curb tight sidewalk. The wetland and its buffer will be reduced by approximately 1,610 square feet. The applicant is proposing to utilize Buffer Averaging per CMC 16.53.050.C.2. The eastern portion of the wetland is proposed to be enhanced by 1,610 square feet, so the functions of the wetland and buffer are equal to or greater than existing functions. Staff finds a final mitigation plan per CMC 16.53.050.E is required prior to final plat approval.

Wetland B

Wetland B is .15 acres and provides a low overall function per the wetland assessment. The applicant is proposing to fill the wetland and purchase credits from the Terrace Wetland Mitigation Bank. There will be .18 acres of impact, therefore .18 credits will be purchased. Due to Wetland B providing a minimal habitat function staff finds wetland credits may be purchased for the wetland impact. Staff also finds wetland credits shall be purchased prior to work within Wetland B.

CMC Chapter 16.61 – Fish and Wildlife Habitat Conservation Areas

Habitats of Local Importance- Oregon White Oaks

Oregon White Oaks were identified in the Critical Areas Report from AKS Engineering dated October 2021. Per CMC 16.61.010.3.a.i, Oregon White Oaks over 20-inch DBH are considered habitat of local importance. The tree survey identified ten Oregon White Oaks on site, of which nine of those are over 20-inch DBH. The applicant's initial proposal was to remove all the Oregon White Oaks and purchase

habitat credits to mitigate for the removal. Staff sent a review letter (Exhibit 20) to the applicant requesting mitigation be located on-site instead of purchasing habitat credits. The applicant sent a response letter (Exhibit 21) addressing staff's concerns. The applicant's response letter indicated they will mitigate on-site in Tract H and save two Oregon White Oaks located on lot 73, which is now Tract M according to the updated preliminary plat submitted on April 26, 2022 (Exhibit 16).

The Department of Fish and Wildlife (WDFW) submitted a SEPA comment regarding the Oregon White Oaks. Their concerns relate to the removal and mitigation of the oaks. The WDFW recommends exploring alternate designs to avoid impacts to the oaks, mitigate at a 5:1 planting ratio on-site, investigate the number of plantings Tract M can accommodate, enhance the wetland with removed Oregon White Oaks, including vertical and horizontal snags, and purchase mitigation credits for any mitigation that cannot occur on site.

Per CMC 16.51.170, the applicant shall demonstrate that reasonable efforts have been examined with the intent to mitigate impacts on critical areas. The applicant's narrative states that the Oregon White Oaks need to be removed to accommodate a street layout without cul-de-sacs. The applicant submitted an alternative layout (Exhibit 17) protecting Wetland B and the Oregon White Oaks in the southern portion of the parcel. The layout would require two cul-de-sacs over 300 feet, therefore, requiring a pedestrian connection at the end of each cul-de-sac to the closest pedestrian-oriented use per CMC 17.19.040.10.b.ii. There are no other pedestrian-oriented uses to connect to, therefore requiring a deviation. The alternative layout does protect some of the oaks, however, it would not provide quality oak habitat due to grading from the adjacent lots. The applicant is proposing to save the two oaks in Tract M. The oak habitat within Tract M would remain of good quality because the grading can be minimized in that location per the applicant's response letter. The WDFW recommended an alternative layout be submitted showing the protection of the Oregon White Oaks. The applicant satisfied this recommendation and staff finds the alternative layout does not provide quality habitat for the oaks nor does it provide circulation. Staff finds the alternative layout the applicant provided as Exhibit 17 with the cul-de-sacs is not preferred.

Tract M is proposed to be a critical area tract to protect the two Oregon White Oaks and shall be conditioned as such. The applicant is also proposing to mitigate within Tract M for the other oaks proposed for removal. The tract is only 12,000 square feet and per the WDFW recommendation, the applicant shall replace the oaks at a 5:1 ratio. Staff finds the applicant shall investigate the number of plantings Tract M can accommodate. If not all the mitigation plantings can fit within Tract M, then the applicant shall mitigate within the Wetland A and its buffer. If not, all mitigation can be accommodated on-site, then the purchase of habitat credits may occur. Staff finds the applicant shall mitigate at a 5:1 planting ratio unless the WDFW allows for a lesser ratio.

The two Oregon White Oaks in Tract M are proposed to be retained as a critical area. Per the critical area report, the drip line of the trees extends beyond the tract boundaries. In the subdivision to the west, Green Mountain Estates, there were three Oregon White Oaks retained in separate tracts. However, when grading and home construction occurred, pruning and the removal of the oaks were needed. To prevent future pruning or removal due to housing construction and grading, staff finds an arborist shall assess the size of Tract M to ensure the survival of the trees.

The applicant submitted a preliminary mitigation plan. Due to the proposed mitigation changes described in this section, staff finds a final mitigation plan is required per CMC 16.51.180.

CMC Chapter 16.51 – General Provisions for Critical Areas

Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., wetland and Oregon White Oak) and

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

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

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

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

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

Chapter 17.11 Subdivisions

CMC Chapter 17.11.030(D) Criteria for Preliminary Plat Approval:

The hearings examiner's decision on application for preliminary plat approval shall be based on the following criteria:

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

Comprehensive Plan

The subject property is designated as Single-Family Medium in the City's Comprehensive Plan, which includes the Single-Family Residential R-10 zone designation.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- H-1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- H-1.2: Support residential development that minimizes both impervious areas and minimizes site grading to retain the natural contours of the land. Low impact development (LID) strategies include conserving native vegetation in tracts and considering narrower streets, stormwater gardens, and other landscape practices that store and filter runoff.

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

Parks and Open Space Plan

The Parks and Recreation Open Space Plan does not identify any trails or open spaces on or near the site. The closest trail location is the T-29 trail within the Green Mountain Estates Subdivision to the west.

Neighborhood Traffic Management Plan

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

The Transportation Impact Study (TIA) provided by Lancaster Mobley dated October 26, 2021, found the project is expected to generate approximately 1,220 Average Daily Trips (ADT) with 90 new AM peak hour trips and 121 PM peak hour trips. Staff recommends a condition of approval that prior to final engineering plan approval, the following locations for traffic calming measures should be shown on the final engineering plans.

- Intersection of N 87th Avenue and N Farrell Street;
- Intersection of N 87th Avenue and N Hollingsworth Street;
- Additional onsite traffic calming measures may be required. Applicant to discuss with staff prior to final engineering plan approval.

FINDING: Staff finds that, as conditioned, this proposed project is subject to the requirements for traffic calming measures, can and will meet the requirements as noted in the City's NTM plan.

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

Water:

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

The proposed development is located in the Green Mountain area that is part of the North Shore area and was modeled in the 2010 Water System Plan (WSP) and is referenced in the 2019 WSP update. As part of the continued development of the Green Mountain area a 12-inch ductile iron water main was extended to and north in NE Ingle Street, which is west of the proposed development, and a 24-inch ductile iron water main was extended to the east in NE 28th Street to the eastern boundary of the Green Mountain Estates subdivision. The 24-inch ductile water main currently dead-ends west of the proposed development. Additionally, an 8-inch ductile iron water main was extended to the north off the 24-inch water main and serves the Green Mountain Estates subdivision that abuts the proposed development along their western boundary.

The 24-inch water transmission main located in NE 28th Street and the existing 8-inch water main that currently serves Green Mountain Estates are located in the 542' pressure zone, per the 2010 and the 2019 Water System Plan (WSP). The 2010 WSP identified the requirement for a booster pump station (BPS) to be constructed with Green Mountain Estates in order to provide sufficient water pressure in order to meet fire flow requirements for any residential development above 370-feet in elevation. The BPS is currently under construction with Phase 4 of the Green Mountain Estates subdivision.

Per the preliminary grading plans for the proposed development, there are approximately 57 single-family lots that are at or above the 370-foot elevation. Based on the previous water system modeling for Green Mountain Estates (GME), the Lots above the 370-foot elevation in the proposed development

would require a city approved means of providing the needed pressure for domestic use and fire flow requirements. Staff is not in support of an additional development driven booster pump station (BPS); however, staff would support the Lots above the 370-foot elevation, in the proposed development, to be served via the GME BPS that will be serving the adjacent Green Mountain Estates Phases 4-6 Lots that are above the 370-foot elevation, as is being proposed by the applicant for Camas Heights.

A preliminary evaluation of the GME BPS ability to provide the required pressures for domestic use and fire flows for lots above the 370-foot elevation in both GME and Camas Heights was conducted by the consultant for the GME BPS. The preliminary calculations evaluated included the 228 lots in GME with the addition of 57 Lots in Camas Heights. The consultant's preliminary evaluation found that the GME BPS, as designed, would provide the required pressures for domestic and fire flow requirements. Based on the preliminary evaluation by the developer's consultant, the city's consultant reviewed the results and also concluded that it appears the system as designed is sufficient to meet the necessary requirements. However, these were preliminary evaluations.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to work with the city's consultant to confirm head losses in the existing system due to the Camas Heights demands.

Additionally, the northern 8-inch water system, which will serve the Camas Heights lots above the 370-foot elevation is to be designed as a dead-end looped system. Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit a revised set of water utility plans showing the dead-end looped system for review and approval.

There are several lots located on at the southeasternmost side of the proposed development that are currently shown at or above the 370-foot elevation that may not be practicable to be served from the dead-end looped system. These lots would be served from the lower 8-inch water main and would require individual booster tanks to serve each of the single-family residences and are to be owned and maintained by said single-family residences.

Staff recommends a condition of approval that prior to final engineering plan approval, that the applicant should be required to identify on the water utility plans any single-family lots that will require individual booster tanks. Additionally, staff recommends a condition of approval that prior to final plat approval, said lots are to be identified on the final plat with a plat note to the effect that "Lots ___ thru ___ will be required to install individual booster tanks, which are to be owned and maintained by the individual lot owners.

The existing 24-inch ductile iron water main located in NE 28th Street, dead-ends approximately 320-feet west of the proposed development. The applicant's November 22, 2021 preliminary utility plans propose to connect to the existing 24-inch water main and extend the 24-inch water transmission main to the easternmost property boundary of the proposed development. Additionally, the November 22, 2021 preliminary utility plans propose the construction of the 8-inch water distribution system, which will be served from the new 24-inch transmission main, via a tee at the intersection of NE 28th Street and future N Farrell Street and will loop through the development and tie into the existing 8-inch water main that currently dead-ends at the eastern end of N 87th Avenue of Green Mountain Estates Phase 3.

The proposed lower 8-inch water system will serve those lots below the 370-foot elevation and is served from the 542' pressure zone via the existing 8-inch and 24-inch water mains. Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to conduct a system analysis of the 542' pressure zone that will serve the lower system 8-inch water system from the existing 8-inch and 24-inch water mains.

The future 8-inch water distribution system will be for the benefit of the proposed development with water services and meter boxes provided to each dwelling unit. Per the CDSM for water systems, water meter boxes are to be located in the right-of-way, near or at lot lines and in planter strips where sidewalks are detached and behind the sidewalk in those locations where the sidewalks are curb tight.

Per CMC 17.19.040.C.4.d Landscaping in open space tracts must have a water service for an irrigation meter. The owner of the tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or Homeowners Association (HOA). Staff recommends a condition of approval that prior to final engineering plan approval, the water utility plans are to be revised to show the locations and size of each irrigation meter.

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

Storm Drainage:

In accordance with CMC 17.19.040.C.3 the storm drainage collection system shall meet the requirements of the city's stormwater standards, the *Camas Design Standards Manual* (CDSM), CMC 14.02 Stormwater Control, and the latest Ecology Stormwater Manual for Western Washington (2019 SWMMWW).

A preliminary stormwater report (TIR), dated October 2021, was prepared by AKS Engineering & Forestry. The site of the proposed development is approximately 37.27 acres with a mixture of forested and previously forested land. Slopes on the site ranges from under 5 percent (5%) grade to maximum slopes of 40 percent (40%) in the northern portion of the site. Per the preliminary stormwater report (TIR), existing stormwater infiltrates or sheet flows to the southwest and discharges to the existing wetlands, shown on Tract A, and/or into the existing roadside ditch on the north side of NE 28th Street.

Per the preliminary TIR, Section A.6 Adjacent Site Areas; "the proposed site is bounded by the Green Mountain Estates subdivision and a private parcel to the east, the Glades subdivision to the north, the Country View Estates II subdivision to the west, and NE 28th Street to the south." As stated, the adjacent site areas are incorrect. Staff recommends a condition of approval that prior to final engineering plan approval, that the Final TIR be revised to reflect the following corrections to Section A.6:

- The proposed site is bounded by the Green Mountain Estates Phases 1-3 subdivision and a private parcel to the west, Green Mountain Estates Phase 4 subdivision to the north, the Country View Estates II subdivision to the east, and NE 28th Street to the south."

The existing roadside ditch flows from the eastside of the proposed development, west along the frontage of the proposed development and the adjacent single-family parcels on the west side, to an existing ditch inlet at the eastern property line of Green Mountain Estates.

Per the preliminary TIR Section A.7; the majority of the stormwater will be collected via catch basins or dispersed and routed to conveyance piping and discharged to an on-site wet pond located within Tract B for treatment and detention. Discharge from the Tract B wet pond will be released to the wetland in Tract A after being detained at/or below pre-developed release rates. The requirements for release rates to be at or below pre-developed rates are per Ecology's Stormwater Management Manual for Western Washington.

There is an existing roadside ditch that collects the surface runoff from the wetlands to the north and from NE 28th Street and conveys stormwater from the east to the west. The proposed development will eliminate the roadside ditch with the required half-width improvements. Neither the preliminary stormwater plans nor the preliminary TIR address any mitigation measures for the elimination of the

roadside ditch along NE 28th Street. Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to:

- Submit a revised TIR that address the mitigation measures for the surface runoff from the existing wetlands and the roadside ditch along NE 28th Street; and
- Submit revised stormwater plans that are to address the elimination of the roadside ditch along the frontage and provide mitigation measures for the impact to the roadside ditch at the eastern end of the proposed development, as well as the impact to the remaining western segment of roadside ditch between the proposed development and the Green Mountain Estates frontage improvements on NE 28th Street.

The preliminary stormwater plans propose to construct a stormwater collection system which will collect most of the on-site stormwater runoff via a series of catch basins, manholes, and conveyance piping. The preliminary stormwater system also provides for a series of private rear yard stormwater lines for Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94, which are to be located within 10-foot wide private stormwater easements. Per CMC 14.02 and 17.19.040, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts and overland surface flow.

Staff recommends a condition of approval that, prior to final engineering plan approval, the applicant should submit a revised stormwater management plan for Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94. Said plan should ensure that adjacent parcels and downstream drainageways and/or properties will not be negatively affected, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C as stated below:

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

Staff recommends a condition of approval that prior to final plat approval the 10-foot wide private stormwater easements are to be shown as located on Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94. Additionally, a plat note is to be added to the final plat that states that these private stormwater systems are to be owned and maintained by the Homeowners Association (HOA) and/or the applicable Lot owners upon which the private stormwater systems are located.

Proposed Plat Note: The 10-foot wide private stormwater easements that are located on Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94 are to be owned and maintained by the Homeowners Association (HOA) and/or the applicable Lot owners

During the final preparation of the staff report, the applicant submitted a memo, see Exhibit #16, with proposed revisions to the preliminary plat and to the stormwater facility as it relates to treatment and detention. The proposed revisions would require revised stormwater plans and a revised stormwater TIR, prior to final engineering plan approval.

Per CMC 17.19.040.C.a, storm drainage facilities shall be placed on their own tract or within an open space tract and are to be maintained by the homeowners with the development in accordance with city

standards. The preliminary stormwater plans propose to construct a stormwater facility, located on Tract B, south of Lots 1-4 and west of N Farrell Street, which will collect the site runoff for treatment and detention, prior to discharging from the storm facility to the wetlands located on Tract A.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance. Prior to the end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g. homeowners associations (HOA)/homeowners). At completion of the 2-year warranty period, the stormwater facility in Tract B will be owned and maintained by the Homeowner's Association and/or homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract B.

Staff recommends a condition of approval that prior to final plat approval a note is to be added to the plat that states: At completion of the 2-year warranty period, the stormwater facility in Tract B will be owned and maintained by the Homeowners Association (HOA) and/or the homeowners. The City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract B.

Proposed Plat Note: Tract B Storm Facility: At completion of the 2-year warranty period, the stormwater facility in Tract B will be owned and maintained by the Homeowners Association (HOA) and/or the homeowners. The City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract B.

The preliminary stormwater report does not fully address Minimum Requirements (MRs) #2 Construction Stormwater Pollution Prevention Plan (SWPPP) or #4 Preservation of Natural Drainage Systems and Outfalls. Staff recommends a condition of approval that prior to final engineering plan approval, the final stormwater (TIR) report is to be submitted for review that addresses MRs #2 and #4, per the latest Ecology's 2019 SWMMWW.

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

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

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

Per CMC 14.06.200 Erosion and Sediment Control Bonds & Insurance, financial security for erosion control, in the amount of 200% of the estimated erosion control items is required for land-disturbing activities in excess of one acre or more. The erosion control financial security is to be submitted to the city prior to start of any land-disturbing activities.

Additionally, the applicant will be required to provide a copy of both their *NPDES General Construction Stormwater Permit (GCSWP)* and their *Stormwater Pollution Prevention Plan (SWPPP)*, which is a requirement of the NPDES GCSWP permit. The NPDES GCSWP permit is issued by the Washington State Department of Ecology for land-disturbing activities of an acre or more. The NPDES GCSWP permit and SWPPP are to be submitted to the city prior to start of any land-disturbing activities.

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

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

There is an existing 10-inch gravity sanitary sewer main located in NE 28th Street, which ends approximately 320-feet west of the proposed development. The preliminary utility plans propose to extend the 10-inch gravity sanitary main to the eastern most property boundary of the proposed development.

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

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

The City's General Sewer Plan and Sewer System Development Charge Calculations assume that 66 percent of the permanent system will be constructed by the development community. As such, prior to building permit issuance, the Applicant will be required to provide a proportionate share payment of the NUGA-STs necessary to serve the site. At this time, the proportionate share amount has not been determined. Staff recommends a condition of approval prior to final plat approval, that the applicant will be informed of the per Lot proportionate share amount payable to the city for the Northshore (NUGA) Sewer Transmission System (STs) necessary to serve the site. A plat note addressing the proportionate share amount, per Lot, payable to the city for the Northshore STs is warranted.

The preliminary utility plans propose to construct an on-site 8-inch gravity sanitary sewer system, which will be tie into the new 10-inch gravity sanitary sewer main at the intersection of NE 28th Street and N Farrell Street. The future 8-inch gravity sanitary sewer system will be for the benefit of the proposed development with sanitary laterals provided to each dwelling unit. The preliminary plans show the future 8-inch gravity sanitary sewer system looped throughout the proposed development. Additionally, the preliminary utility plans propose to connect to the existing 8-inch gravity sanitary sewer main that dead-ends at the eastern end of N 87th Avenue in the Green Mountain Estates subdivision.

The proposed development discharges to the Goodwin Road sewer pump station. The Goodwin Road sewer pump station was constructed in 2017. Staff recommends a condition of approval that prior to final engineering plan approval, due to the significant increase in flows from the Green Mountain area the applicant is to submit a condition assessment of the station, which should include a capacity analysis of the wet well, sizing and condition of the existing pumps, potential for an additional pump or upsizing of existing pumps, and odor/H₂S analysis.

There is a recorded 'Latecomer Reimbursement Agreement 5594198' between the City and Developer, known as CLB Washington Solutions 1, LLC, of the Green Mountain PRD Phase 1. The agreement was for sanitary sewer improvements required per the August 3, 2015 preliminary approval of SUB14-02, Green

Mountain PRD Master Plan and Phase 1 of said PRD, which includes the installation of the Goodwin Road regional pump station and related sanitary sewer piping in NW Goodwin Road.

- Per Exhibit B of said agreement, parcel #36 (parent parcel number 173157000), benefits from the Goodwin Road Pump Station Improvements.
- Per Exhibit C of said agreement, Latecomer Reimbursement Fee Schedule, parcel #36 is required to reimburse the Developer in the amount of \$534.14, per ERU (Equivalent Residential Unit).

Staff recommends a condition of approval that prior to final plat approval, a note should be placed on the final plat that a Latecomers fee in the amount of \$534.14 per Lot shall be collected at time of building permit issuance for the proportionate share of reimbursement for the Goodwin Road Sanitary Sewer Pump Station, per Latecomer Reimbursement Agreement 5594198, recorded 03/25/2019, Clark County Records.

Proposed Plat Note: A Latecomers fee in the amount of \$534.14 per Lot shall be collected at time of building permit issuance for the proportionate share of reimbursement for the Goodwin Road Sanitary Sewer Pump Station, per Latecomer Reimbursement Agreement 5594198, recorded 03/25/2019, Clark County Records.

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

Staff recommends a condition of approval that prior to final plat approval, any existing wells, or septic systems to be decommissioned and documentation should be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

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

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

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

[Public Roads]:

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

NE 28th street is designated as a future 3-lane arterial, per the 2016 Road Designation Comprehensive Plan. NE 28th Street, along the frontage of the proposed development is unimproved roadway without curb, gutter, or sidewalks, and consists of approximately 25-foot existing pavement width. The narrative and the preliminary street indicate that half-width street improvements along NE 28th Street abutting the proposed development will be constructed with said development improvements.

Per CDSM Table 3 Access Spacing Standards, the access spacing on an arterial is a minimum of 660-feet and a maximum of 1,000-feet. The preliminary road plans show the intersection of future N Farrell

Street and NE 28th Street to be approximately 1,100-feet east of the intersection NE 28th Street and N Juniper Street and approximately 790-feet east of an existing private driveway. The location of N Farrell Street is supported by the city engineer.

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

- A 3-lane arterial consists of a total right-of-way width of 74-feet.
- The existing right-of-way width is 60-feet along the frontage of the proposed development.
- Additional right-of-way dedication is required on NE 28th Street along the frontage of the proposed development.
- An additional 7-feet of right-of-way dedication is required in order to construct the full 37-foot half-width improvements, which will include a minimum 23-feet of new full-depth road section, curb & gutter, 7.5-foot planter strip, and 6-foot detached sidewalk.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant should be required to submit revised plans for review and approval, with the additional 7-feet of right-of-way dedication required for the total 37-feet of half-width improvements along NE 28th Street.

[Interior Public Roads]:

The preliminary street plans propose to construct a total of ten interior public roads in three phases, in accordance with Table 17.19.040-2 Minimum Public Street Standard A, which requires a 52-foot wide right-of-way, 28-foot paved surface, 5-foot wide detached sidewalks and planter strips on both sides, no parking permitted on one side, and approval from the city engineer. As shown on the preliminary street plans use of the minimum public street standard A is approved by the city engineer for the proposed development.

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

Per CMC 17.19.040.B.12.b Grades shall not exceed twelve (12%) on local roads. However, provided there are no vehicular access points, grades may be allowed up to fifteen percent. The preliminary road plans do not include road profiles for the new proposed local roads nor for the existing NE 28th Street. Staff recommends a condition of approval that prior to final engineering plan approval the applicant should submit road profiles for review and approval on all the proposed local roads and for informational purposes on NE 28th Street.

[Private Roads]: Per Table 17.19.040-1 Minimum Private Street Standard A, access to four dwelling units or less requires a minimum tract width of 20-feet, a minimum 12-foot wide paved surface, and no parking on either side. Additionally, streets in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround. The preliminary street plan proposes three (3) private streets accessing four dwelling units or less as described in the following tracts:

- Tract E provides access to future Lots 32, 33, and 34 and is approximately 125-feet in length from the centerline of N 90th Avenue to the south property line of Lot 34.
- Tract I provides access to future Lots 82 and 83 and is approximately 100-feet in length from the centerline of NE 87th Avenue to west property line of Lot 83.
- Tract K provides access to future Lots 117 and 118 and is approximately 80-feet in length from the centerline of N 85th Avenue to the north property line of Lot 117.

- All three private road Tracts E, I, and K meet Minimum Private Street Standard A.

The minimum curb radii on a public street with a 52-foot right-of-way width and 28-feet of paved surface is 25-feet. The Fire Marshal has determined that access from a public road with 52-feet of right-of-way onto private roads, without a minimum 25-foot curb radius has caused damage to existing curbs and sidewalks. Staff recommends a condition of approval that prior to final engineering plan approval, that the applicant should be required to provide a minimum 25-foot curb radius or work with staff to provide an alternate approved design at the locations that transition from public road to private road. These locations are as follows:

- Tract E: A 25-foot curb radius is required on the north side only adjacent to Lot 35.
- Tract I: A 25-foot curb radius is required on the east side only adjacent to Lot 84.
- Tract K: A 25-foot curb radius is required on the south side only adjacent to Lot 116.

Per Table 17.19.040-1 Minimum Private Street Standard A, parking is prohibited on both sides of the road. Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads. Additionally, the applicant should be required to install the 'No Parking and Towing' signs prior to final acceptance.

Utilities, Street Lighting, Street Trees, and Other Improvements:

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

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

Staff recommends a condition of approval that prior to final engineering plan approval all street light locations are to be shown on the engineering and landscape plans. Additionally, staff recommends a condition of approval that prior to the applicant's submittal of the electrical plans for street lights to Clark Public Utilities, draft electrical plans for street lighting are to be submitted for review and approval by the City.

[Street Trees]: CMC 17.19.030.F.1 requires one 2-inch diameter street tree in the planter strip of the right-of-way or similar location in the front yard for each dwelling unit. The preliminary landscape plan indicates there will be two street trees per lot. Staff recommends a condition of approval that all landscaping should be installed or bonded for prior to final acceptance and must be in compliance with the city's approved street tree list. Additionally, prior to final engineering approval, the applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.

The street tree plantings and other landscaping as discussed throughout this report, should be included on the landscaping plans with final engineering plan submittal for the site improvements. Staff finds a condition of approval is required that the applicant submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list. Landscaping adjacent to or within tracts should be installed prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

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

Per the CDSM, the storm facilities are to be fenced with a maximum height 6-foot fence with top rail and a minimum 10-foot wide gate. The preliminary stormwater plans do not provide for fencing or gated access to the future stormwater facility located on Tract A.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant is to submit revised stormwater facility plans that provide for a minimum 6-foot high black vinyl coated chain link fence with sight-obscuring slats installed along the west and north property lines of Tract A where the tract abuts the existing single-family parcel to the west and the future Lots 1 thru 5 to the north. Additionally, the plans are to provide for a minimum 16-foot wide double gate at the access road to the facility and a minimum 4-foot wide man gate.

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

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

The applicant's submittal includes proposed private stormwater easements for the benefit of for Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, and Lots 87-94; and within private road Tracts E, I, and K. Staff recommends a condition of approval that prior to final engineering plan approval the applicant should show the private stormwater easements on the construction drawings and on the final plat.

Additionally, a plat note is to be added to the face of the final plat stating that "The private stormwater easements, provided for the benefit Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, and Lots 87-94; and within private road Tracts E, I, and K are to be owned and maintained by the applicable property owners." Said easement should be dedicated with the final plat.

The applicant is proposing to provide Internal public roads to serve the development, with private roads that will provide access to several flag lots. Proposed Tracts E, I, and K are identified as private roads (driveways) on the preliminary plat. Public sanitary sewer lines and private stormwater lines will be located within these private roads, as such the applicant is proposing to provide a blanket access and utility maintenance easement over the proposed private roads to the City of Camas at the time of final platting.

A homeowner's association (HOA) will be required and a copy of the CC&R's for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&R's for ownership and maintenance of the storm drainage systems, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.

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

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

CMC 18.09.040 Table 1 Lot Dimensional Standards

The parcel is zoned Single-Family Residential R-10, permitting a minimum lot size of 8,000 square feet, a maximum lot size of 14,000 square feet, and an average lot size of 10,000 square feet. The applicant has set aside 5.37 acres in open space and critical area tracts. Per CMC 18.09.060.c, where a land division sets aside a tract to protect critical areas, natural open space network, or network connector, lots may utilize density transfer provisions under CMC 18.09.040.B Table 1. The density transfer standards allow for a minimum lot size of 7,000 square feet and a maximum lot size of 12,000 square feet. There is no average lot size required. The minimum lot width permitted is 60 feet, and the minimum lot depth is 90 feet. The maximum density permitted is still 4.3 dwelling units per net acre. The maximum lot coverage is 40%.

The applicant is proposing lots that range from 7,209 square feet to 12,00 square feet. Per CMC 18.03.040, the lot depth *“means the horizontal distance from the midpoint of the front lot line to the midpoint of the rear lot line”* and the lot width *“means the horizontal distance between the side lot lines at a point midway between the front and rear property lines”*. The applicant’s narrative states lot 8 meets the lot depth because according to the definition, the depth is measured from the midpoint of the lot. Staff finds the lot width and depth are met for all lots.

Per CMC 18.09.080.B, *“When creating new lots via short plats or subdivisions that are adjacent to a different residential zone designation, the new lots along that common boundary shall be the maximum lot size allowed for the zone designation of the new development (if a lower density adjacent zone), or the minimum lot size allowed for the zone designation of the new development (if a greater density adjacent zone), as based on CMC 18.09.040 Table 2, Section A.”* Lots 8 and 23-31 abut a higher density zone, therefore they shall be 8,000 square feet. Lot 8 is not 8,000 square feet, however, there is a tract between Lot 8 and the lower density zoned land. Lot 8 also abuts land zoned R-10 which is the same zoning, therefore staff finds lot 8 is not required to be 8,000 square feet.

The other lots along the west and north property lines abut an R-10 zone, therefore beveling standards do not apply. To the west is the Clark County zoning designation of Agriculture (AG-20). CMC 18.09.080.B beveling standards do not apply because it is not a “residential zone designation”.

CMC 18.09.040 Table 2 Setbacks

The proposed lots within the development range from 7,209 square feet to 12,000 square feet. Setbacks are based on lot size, therefore most of the lots must comply with the setbacks for lots between 5,000 square feet and 11,999 square feet. The lots that are proposed to be 12,000 square feet, must comply with setbacks for lot sizes between 12,000 square feet to 14,999 square feet. Per CMC 18.09.060.D, *“Where a tract under “C” above, includes one-half acre or more of contiguous area, the city may provide additional or negotiated flexibility to the lot size, lot width, lot depth, building setback, or lot coverage standards”*. Tract “A” (the most northern tract) is dedicated to open space and is over one-half acre in size, therefore meeting the criteria to request negotiated flexibility.

Current setbacks per CMC 18.09.040 Table 2 for the Single-Family Residential Zone are below:

Lot Area	5,000 to 11,999 sq. ft.	12,000 to 14,999 sq. ft.
Minimum front yard (feet) ²	20	25
Minimum side yard (feet)	5	10

Lot Area	5,000 to 11,999 sq. ft.	12,000 to 14,999 sq. ft.
Minimum side yard flanking a street and corner lot rear yard (feet)	10	15
Minimum rear yard (feet)	25	30
Minimum lot frontage on a cul-de-sac or curve (feet)	30	35

Footnote 2: Garage setback is five feet behind the front of the dwelling.

The applicant submitted a narrative requesting negotiated flexibility for the following:

- Increase the lot coverage to 50%,
- Decrease the front and rear yard setbacks to 15 feet,
- Change the garage front yard setback to 20 feet,
- Reduce the side yard setback for lots 12,000 square feet from 10 feet to 5 feet.

In return, the applicant is proposing a park within Tract J. Per the applicant's response letter (Exhibit 21), the small park amenities will include a medium play structure/area, benches, picnic table, open lawn area, and native landscaping. Tract J is a total of .58 acres and is located between lots 87 and 112. Staff finds the applicant shall submit renderings of the proposed park amenities and include at a minimum a play structure, benches, picnic tables, and landscaping.

CMC 18.09.040 Table 2, Footnote 2, requires the front of the dwelling to be located 5 feet behind the garage. However, staff finds the negotiated flexibility request to change the minimum front yard setback to 15 feet and the garage minimum front yard setback to 20 feet, meets the intent of the code.

Staff finds the applicant may reduce the rear yard setback to 15 feet. This setback was agreed upon in the Agreement between Lennar Northwest and County View Estates in Exhibit 30 under section 6 for the lots abutting County View Estates, therefore staff finds the setback may be used throughout the subdivision.

The minimum side yard setback for lots 5,000 square feet to 11,999 square feet is 5 feet per CMC 18.09.040 Table 2. For lots 12,000 square feet to 14,999 square feet, the side yard setback is 10 feet. Staff finds the applicant may utilize the minimum side yard setback of 5 feet for the lots that are 12,000 square feet to be consistent with the rest of the development.

Staff also finds, the lot coverage may be increased to 50%. Density transfer provisions do not require an average lot size; therefore, the average lot size is not applicable for this development.

Overall, staff recommends the setback standards below as part of the negotiated flexibility component of the development:

- Minimum Front Yard Setback: 15 feet, Garage: 20 feet
- Minimum Side Yard Setback: 5 feet,
- Minimum Rear Yard Setback: 15 feet
- Maximum Lot Coverage: 50%

The applicant submitted a revised preliminary plat (Exhibit 16) which includes two additional lots resulting in 122 lots total. The net acreage of the parcel is 31.9 acres and the maximum density allowed is 4.3 dwelling units per net acre. Therefore, the maximum number of dwellings permitted is 137 (31.9 x 4.3). The two additional lots comply with the lot density and dimensional standards per CMC 18.09.040 Table 1.

FINDING: Staff finds the proposed lot sizes conform to the requirement of the R-10 zone of the density transfer provisions except for the negotiated flexibility request.

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:

A minimum of 20 tree units (TU) per net developable acre is required for residential development per CMC 18.13.051(A) Table 1 – Required Tree Density and should be incorporated into the overall landscape plan. The entire site is approximately 37.27 acres. Per CMC 18.03.040 “developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas.” The open space and critical area tracts account for approximately 5.37 acres, therefore the net developable acreage is 31.9 acres, requiring 638 TUs.

The tree plan indicates 27 TUs will be retained and 663 TUs will be planted for a total of 690 TUs. The 690 TUs are made up of 280 proposed street trees, 141 site trees, and 2 trees on each lot for a total of 242 home trees. There will be 2,049 out of 2,076 TUs removed from the site.

Staff recommends a condition of approval that the trees identified for preservation should comply with the tree protection recommendations of the tree survey and assessment. Any required revisions to the site plan, such as building setbacks and/or site improvements, will require an updated Tree survey for City and review and approval prior to Engineering Plan approval and will be conditioned as such.

CMC 17.19.030.D.6 – Double Frontage Lots

Double frontage lots have street frontage along two opposite lot lines. Lots 112 through 116 and lots 118 through 121 are considered double frontage lots. A 10-foot wide landscape tract is required along the street facing lot line to visually buffer the rear yards from public view. The applicant has proposed a 10-foot wide landscaping tract along the rear yards of lots 112 through 121. Staff finds the tract shall include a minimum of two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area and maintained in perpetuity by the homeowner’s association.

CMC Section 18.17.060 Retaining Walls:

The applicant is proposing retaining walls up to 12 feet. CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be “set back a distance of one foot for every foot in height of a fence in excess of allowed height” per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. Staff finds lots with retaining walls facing private lots do not face the public right of way and therefore may be higher than 6 feet.

CMC Chapter 18.34 Airport Overlay Zoning:

The subject property is located within the Airport Overlay Zone C. Staff recommends a condition of approval that an aviation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat. Prior to building permit submittal, the applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A and conditioned as such.

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

[Traffic Impact Analysis]: Per CMC 18.18.040.E a Transportation Impact Analysis (TIA) may be required when a development will generate 200 or greater average daily trips (ADTs). The proposed development will generate approximately 1,220 ADTs, which triggered the requirement for a TIA.

A transportation impact analysis (TIA) dated October 26, 2021, was prepared by Lancaster Mobley for the 31.13 acres site for the proposed development of up to 123 single-family-homes. The report used the trip generation rates from the *ITE Trip Generation Manual* (11th Edition, 2021), ITE code #210 Single-Family Detached Housing, to determine the number of trips generated per weekday. Based on the ITE Manual, the proposed development will result in a net increase of up to 123 dwelling units. The trip generation calculations show that the proposed project is estimated to have a net increase in trip generation of 90 AM Peak Hour trips, 121 PM Peak Hour trips, and 1,220 average daily trips.

[Sight Distance Analysis]: Intersection sight distance was measured at the proposed access road and NE 28th Street. The sight distance as measured and evaluated in accordance with the standards established in 'A Policy on Geometric Design of Highways and Streets'.

The posted speed limit on NE 28th Street is 50 MPH in both directions and a downward slope of one-to-two percent (1% to 2%) from east-to-west. NE 28th Street will be widened to a three-lane cross-section along the sight frontage; hence, sight distance for the left-turn movement needs to account for additional center lane. Based on these factors, the recommended intersection sight distance is 590 feet, and the required stopping sight distance is 440 feet for vehicles approaching from the east and 420 feet for vehicles approaching from the west.

Available sight lines at the access location were measured to exceed 600-feet in either direction providing the few existing trees along the edge of the site frontage are removed with the roadway widening. Based on the sight distance analysis, adequate sight distances are available at the proposed site access intersection of future N Farrell Street and NE 28th Street to ensure safe and efficient operation along NE 28th Street. Therefore, no mitigation for sight distance is necessary or recommended. Staff concurs with the recommendation.

[Access Spacing]: Per the CDSM Table 3 – Access Spacing Standards, the access spacing on a roadway classified as an arterial is a maximum of 1,000-feet, with a minimum of 660-feet. NE 28th Street is classified as an arterial, per the 2016 Road Designation Map. The proposed access, future N Farrell Street is approximately 1,000-feet east of the intersection of N Juniper Street and approximately 880-feet west of NE 232nd Avenue. There is an existing driveway on the north side of NE 28th Street that provides access to two single-family residences on the north side of the roadway. This driveway is approximately 660-feet west of the future N Farrell Street. The access to the proposed development meets the access spacing standards as shown on Table 3.

[Left and Right-Turn Warrants]: The proposed development includes half-width street improvements that will result in a 3-lane roadway that allows for a center two-way left-turn lane. The proposed development does not meet the requirement for a dedicated right-turn lane at the future N Farrell Street access.

CONCLUSIONS FROM TIA:

The conclusions in the Transportation Impact Analysis, shown on page 28, were as follows:

- *No significant trends or crash patterns were identified at any of the study intersections.*

The TIA prepared by Lancaster-Mobley was sent to Clark County for review. The following are the Clark County review comments, as shown in Exhibit #31:

“The Institute of Transportation Engineers (ITE) Traffic Access and Impact Studies for Site Development – A Recommended Practice states that “Accident rates vary, but any intersection with more than one accident per million entering vehicles is worth of additional analysis.” This ITE recommended practice has been used by county staff to determine the scope, or level of analysis required regarding crash history. Because of this, a crash rate of one crash per million entering vehicles has become the threshold to determine if further crash history evaluation is warranted. This is provided that staff has not identified a crash trend that would be exacerbated by the development regardless of the threshold.

The applicant’s traffic study analyzed the crash history as obtained from the Washington State Department of Transportation (WSDOT) for the period between January 2015 and December 2019 for the intersection under county jurisdiction.

The study concluded that intersection crash rates for the study intersections do not exceed one crash per million entering vehicles and do not warrant additional analysis. Staff concurs with the applicant’s findings. Therefore, no further analysis is required.” Camas staff concurs with the applicant’s conclusion.

- *The available sight lines exceed the 590-foot intersection sight distance recommendation. Staff concurs.*
- *Access spacing standards, for future N Farrell Street, are met on the north side of NE 28th Street, but the residential driveways on the south side will remain out of compliance. Staff concurs.*
- *The proposed development will include site frontage improvements consistent with a three-lane cross-section on NE 28th Street, thus providing a left-turn lane for the site access. Staff concurs.*
- *The proposed development will not meet the requirements for right-turn lane at the site access. Staff concurs.*
- *The proposed development will not trigger the need for any new traffic signals compared with the background condition. Staff concurs.*
- *Four intersections in the study area were identified as exceeding the applicable agency standard:*
 - *Two of the intersections, NE 13th Street at NE 192nd Avenue and NE Goodwin Road/NE 28th Street at NE Ingle Road, have planned improvements with identified funding sources. With these improvements, the intersections will operate acceptable. No additional mitigation is necessary. Staff concurs.*
 - *The intersection of NE 58th Street (SR 500) at NE 199th Avenue will exceed the Clark County Operation threshold in both background and buildout conditions. Set up of a proportionate share costing methodology has been discussed but this project is not currently on any agency plans and no funding source has been identified. As the impacts from the proposed development are minor compared to the background condition and, in the short term with only the approved subdivisions under construction, the intersection will function with moderate delays and below capacity. Therefore, no project-specific mitigation is recommended. Staff concurs.*
 - *The northbound left-turn lane on NE Camas Meadows Drive at NE Goodwin Road will exceed the Camas threshold under background and buildout conditions, but demand will*

be well below capacity. Restriping NE Goodwin Road to provide a two-way, left-turn lane between NW Friberg-Strunk Street and NW Camas Meadows Drive is recommended. Staff is not in support of the proposed mitigation for the following reasons:

- Adding a left-turn merge lane in the existing median on NE Goodwin Road may not provide additional safety movements based on crossing two-lanes and the narrowness between the two travel lanes on NE Goodwin Road.
- The applicant's trip distribution Figure 3 indicates no new AM or PM Peak Hour trips for the critical westbound left-turn movement from Camas Meadows Drive unto NW Goodwin Road. Therefore, per staff, no mitigation is required.
- *A roundabout at the intersection of NE 58th Avenue (SR 500) at NE 199th Avenue has been identified as the preferred improvement to address growing congestion. Should a proportionate share methodology be developed to fund future improvements, the proposed Camas Heights development will contribute 19 PM Peak Hour trips. Staff concurs.*
- *The intersection of NE 13th Street at NE 192nd Avenue has planned improvements that require a proportionate share contribution. The proposed Camas Heights development will contribute 26 PM Peak Hour trips to this intersection.*

The TIA prepared by Lancaster-Mobley was sent to the City of Vancouver for review. Based on the City of Vancouver review comments, Exhibit 32, the proportionate share contribution towards an off-site traffic mitigation project for future improvements at the intersection of NE 13th Street at NE 192nd Avenue are as follows: Cost Per PM Peak Hour Trip is \$400.00 per Trip; Number of Trips = 26 PM Peak Hour Trips; Total Proportionate Share = \$10,400.00. Staff recommends a condition of approval that prior to final plat approval the applicant be required to pay the proportionate share payment of \$10,400.00 for future improvements at the intersection NE 13th Street at NE 192nd Avenue to the City of Vancouver.

Also noted in Exhibit #32, the City of Vancouver staff noted that 30% of the project-generated PM peak hour trips (approximately 37 trips) are expected to travel to or from the south along NE 192nd Ave and/or NW Friberg-Strunk Street. It is expected that a significant portion of these trips will pass through two additional intersections that are subject to proportionate share fees, which were not identified in the TIA. These intersections are SE 192nd Ave & SE 34th Street, and 192nd Ave & the SR-14 ramps.

Therefore, staff recommends a condition of approval that prior to final engineering plan approval that the applicant should submit a revised TIA, or supplemental memo, that provides additional information that identifies the number of project-generated PM peak hour trips that will be distributed to these two intersections, SE 34th Street at SE 192nd Avenue and 192nd Ave & the SR-14 ramps, which are subject to proportionate share mitigation fees.

Once these trips are identified, the City of Vancouver will recalculate the total proportionate share fees. Thus, staff recommends a condition of approval that prior to final plat approval the applicant be required to pay the proportionate share for the intersections of SE 34th Street at SE 192nd Avenue and 192nd Ave & the SR-14 ramps to the City of Vancouver.

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

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

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance. Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g. homeowners associations/homeowners). At completion of the 2-year warranty period, the stormwater facility in Tract B will be owned and maintained by the Homeowner's Association and/or homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract B.

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

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

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

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

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

PUBLIC COMMENTS

As of the writing of this staff report, staff received written SEPA public comments from the Department of Ecology (Exhibit 33) and the Department of Fish and Wildlife (Exhibit 34) and Notice of Application public comments (Exhibit 25 - 29) regarding traffic, stormwater, and construction. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Camas Heights Subdivision (SUB21-01) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of Camas Heights Subdivision (SUB21-01) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.

2. The engineering site improvement plans shall be and submitted to Community Development (CDev) Engineering for review and approval.
3. Community Development (CDEV) Engineering shall collect a total 3% fee for plan review and construction inspection (PR&CI) for the proposed development.
 - a. A preliminary construction estimate shall be submitted to CDEV Engineering prior to, or with, submittal of plans for first review.
 - b. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process.
 - c. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
 - i. Under no circumstances will the applicant be allowed to begin construction prior to construction plan approval.
4. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
5. Existing water wells, septic tanks and septic drain fields shall be properly abandoned and/or decommissioned in accordance with State and County guidelines prior to final plat approval.
6. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city. All designs will be in accordance with applicable City codes. The maintenance of the entrance structure will be the responsibility of the homeowners.
7. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, street lights, and associated appurtenances are installed.
8. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
9. A draft street lighting plan shall be submitted for review prior to final plan submittal to Clark Public Utility.
10. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision.
11. Final plat and final as-built construction drawing submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
12. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at the end of the two-year warranty period, unless otherwise directed by the Public Works Director.
13. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
14. Accessory dwelling units shall not be precluded from the CC&R's.
15. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.

16. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
17. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
18. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications, for any other residential buildings, will not be accepted until after final acceptance.

Special Conditions of Approval:

Planning:

19. If potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.
20. The recommendations in the geotechnical report shall be followed.
21. The recommendations in the SEPA comment from the Department of Ecology shall be followed.
22. A final mitigation plan shall be submitted with mitigation plantings provided on site. If not all mitigation plantings can be accommodated on site, then the purchase of habitat credits may occur.
23. The installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., wetland and Oregon White Oak) and fencing should remain throughout permitted construction activities.
24. Wetland credits purchased for Wetland B shall be purchased prior to work within the wetland.
25. Per the Department of Fish and Wildlife recommendation, the applicant shall replace the Oregon White Oaks at a 5:1 ratio unless otherwise approved by the WDFW.
26. To prevent future pruning or removal of Oregon White Oaks in Tract M due to housing construction and grading, staff finds an arborist shall assess the Oregon White Oaks proposed for retention and the proposed tract size to ensure the survival of the trees.
27. The setback standards below shall apply to the entire development and shall be noted on the plat:
 - a. Minimum Front Yard Setback: 15 feet, Garage: 20 feet
 - b. Minimum Side Yard Setback: 5 feet,
 - c. Minimum Rear Yard Setback: 15 feet
 - d. Maximum Lot Coverage: 50%
28. The trees identified for preservation shall comply with the tree protection recommendations of the tree survey and assessment. Any required revisions to the site plan, such as building setbacks and/or site improvements, will require an updated Tree survey for City and review and approval prior to Engineering Plan approval and will be conditioned as such.
29. Exterior retaining walls facing the public right-of-way shall be "set back a distance of one foot for every foot in height of a fence in excess of allowed height" per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees.
30. The applicant should consider construction techniques that would decrease the noise associated with the airport per CMC 18.34.080.A

Prior to Final Engineering Plan Approval:

Planning:

31. A detailed construction drawing per CMC 16.53.050.E.3 is to be submitted to the City for review and approval.

Engineering:

32. Based on the projected number of ADTs noted in the October 26, 2021 TIA, the following locations for traffic calming measures shall be shown on the final engineering plans.
 - a. Intersection of N 87th Avenue and N Farrell Street ;
 - b. Intersection of N 87th Avenue and N Hollingsworth Street;
 - c. Additional onsite traffic calming measures may be required. Applicant to discuss with staff prior to final engineering plan approval.

Water

33. The applicant shall work with the city's consultant to confirm head losses in the existing system due to the Camas Heights demands.
34. The applicant is to submit a revised set of water utility plans showing the dead-end looped system for review and approval.
35. The applicant shall identify on the water utility plans those single-family lots that will require individual booster tanks.
36. The applicant shall conduct a system analysis of the 542 pressure zone that will serve the lower system 8-inch water system from the existing 8-inch and 24-inch water mains.
37. The water utility plans are to be revised to show the locations and size of each irrigation meter.

Storm Drainage

38. The Final TIR be revised to reflect the following corrections to Section A.6:
 - a. The proposed site is bounded by the Green Mountain Estates Phases 1-3 subdivision and a private parcel to the west, Green Mountain Estates Phase 4 subdivision to the north, the Country View Estates II subdivision to the east, and NE 28th Street to the south."
41. The applicant shall:
 - a. Submit a revised TIR that address the mitigation measures for the surface runoff from the existing wetlands and the roadside ditch along NE 28th Street; and
 - b. Submit revised stormwater plans that are to address the elimination of the roadside ditch along the frontage and provide mitigation measures for the impact to the roadside ditch at the eastern end of the proposed development, as well as the impact to the remaining western segment of roadside ditch between the proposed development and the Green Mountain Estates frontage improvements on NE 28th Street.
42. The applicant shall submit a revised stormwater management plan for Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94. Said plan should ensure that adjacent parcels and downstream drainageways and/or properties will not be negatively affected, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C as stated below:
 - a. CMC 14.02 Stormwater Control:
 - 14.02.010.B.2 Minimize damage to property from increased runoff rates and volumes.
 - b. CMC 17.19 Design and Improvement Standards:
 - 17.19.040.C.3 Storm Drainage - The storm drainage collection system shall meet the requirements of the city's officially adopted storm water standards.

17.19.040.C.3.e - All lots shall provide drainage for stormwater runoff from roof and footing drains to an approved drainage system. Rear yard low point area drains and/or storm drain lateral stubs connected to an approved drainage system shall be provided to each lot as necessary to prevent stormwater runoff impacts to adjoining parcels as determined by the city.

43. The final stormwater (TIR) report is to be submitted for review that addresses MRs #2 and #4, per the latest Ecology's 2019 SWMMWW.

Erosion Control

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

Sanitary Sewer Disposal

45. Due to the significant increase in flows from the Green Mountain area the applicant is to submit a condition assessment of the Goodwin Road Sanitary Sewer Pump station, which should include a capacity analysis of the wet well, sizing and condition of the existing pumps, potential for an additional pump or upsizing of existing pumps, and odor/H₂S analysis.
46. A note should be placed on the final plat that a Latecomers fee in the amount of \$534.14 per Lot shall be collected at time of building permit issuance for the proportionate share of reimbursement for the Goodwin Road Sanitary Sewer Pump Station, per Latecomer Reimbursement Agreement 5594198, recorded 03/25/2019, Clark County Records.
47. Any existing wells, or septic systems to be decommissioned and documentation should be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

Roads

48. The applicant shall submit revised plans for review and approval, with the additional 7-feet of right-of-way dedication required for the total 37-feet of half-width improvements along NE 28th Street.
49. The applicant shall submit road profiles for review and approval on all the proposed local roads and for informational purposes on NE 28th Street.
50. The applicant shall be required to provide a minimum 25-foot curb radius or work with staff to provide an alternate approved design at the locations that transition from public road to provide road. These locations are as follows:
 - a. Tract E: A 25-foot curb radius is required on the north side only adjacent to Lot 35.
 - b. Tract I: A 25-foot curb radius is required on the east side only adjacent to Lot 84.
 - c. Tract K: A 25-foot curb radius is required on the south side only adjacent to Lot 116
51. The applicant shall provide a design for a 'No Parking and Towing' sign for review and approval. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads. Additionally, the applicant should be required to install the 'No Parking and Towing' signs prior to final acceptance.

Utilities, Street Lighting, Street Trees, and Other Improvements

52. All street light locations are to be shown on the engineering and landscape plans.
53. Prior to the applicant's submittal of the electrical plans for street lights to Clark Public Utilities, draft electrical plans for street lighting are to be submitted for review and approval by the City.

54. The applicant shall submit revised stormwater facility plans that provide for a minimum 6-foot high black vinyl coated chain link fence with sight-obscuring slats installed along the west and north property lines of Tract A where the tract abuts the existing single-family parcel to the west and the future Lots 1 thru 5 to the north. Additionally, the plans are to provide for a minimum 16-foot wide double gate at the access road to the facility and a minimum 4-foot wide man gate.

Dedications and Easements

55. The applicant shall show the private stormwater easements on the construction drawings and on the final plat.

Traffic Analysis

56. The applicant shall submit a revised TIA, or supplemental memo, that provides additional information that identifies the number of project-generated PM peak hour trips that will be distributed to these two intersections, SE 34th Street at SE 192nd Avenue and 192nd Ave & the SR-14 ramps, which are subject to proportionate share mitigation fees. Once these trips are identified, the City of Vancouver will recalculate the total proportionate share fees.

Prior to Final Plat Approval:

Planning:

39. A final mitigation plan per CMC 16.51.180, CMC 16.53.050.E., and CMC 16.61.030 are required.

40. The applicant shall post a mitigation bond in an amount deemed acceptable by the city to ensure the oak and wetland mitigation is fully functional per CMC 16.51.250.

41. The applicant shall submit renderings of the proposed park amenities and include at a minimum a play structure, benches, picnic tables, and landscaping.

42. An aviation easement is required to be recorded on the title that provides notice that the property is located within an air traffic area per CMC 18.34.020.B and included as a note on the final plat.

Engineering:

57. The applicant shall identify on the final plat those lots requiring individual booster tanks along with a plat note to the effect that "Lots ___ thru ___ will be required to install individual booster tanks, which are to be owned and maintained by the individual lot owners.

58. Staff recommends a condition of approval prior to final plat approval, that the applicant will be informed of the per Lot proportionate share amount payable to the city for the Northshore (NUGA) STS necessary to serve the site. A plat note addressing the proportionate share amount payable to the city for the Northshore STS to this affect will be warranted.

59. The 10-foot wide private stormwater easements are to be shown as located on Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94. Additionally, a plat note is to be added to the final plat that states that these private stormwater systems are to be owned and maintained by the Homeowners Association (HOA) and/or the applicable Lot owners upon which the private stormwater systems are located.

60. A note to is to be added to the plat that states: At completion of the 2-year warranty period, the stormwater facility in Tract B will be owned and maintained by the Homeowners Association (HOA) and/or the homeowners. The City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract B.

61. The applicant shall be required to pay the proportionate share payment of \$10,400.00 for future improvements at the intersection NE 13th Street at NE 192nd Avenue to the City of Vancouver.

62. The applicant shall be required to pay the proportionate share for the intersections of SE 34th Street at SE 192nd Avenue and 192nd Ave & the SR-14 ramps to the City of Vancouver.

Prior to Final Acceptance:

43. A conservation covenant should be recorded with the County to ensure long-term preservation of all the critical areas and any associated buffers, including maintenance of any mitigation actions. A copy of the recorded conservation covenant document must be submitted to the city.
44. All landscaping shall be installed or bonded for prior to final acceptance and must be in compliance with the city's approved street tree list.
45. The double frontage landscaping tract shall include a minimum of two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area and maintained in perpetuity by the homeowner's association.
46. Permanent signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications shall be submitted to the City for review and approval prior to installation.

Proposed Plat Notes

1. A homeowners association (HOA) will be required for this development. Copies of the C.C. & R's shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Maximum building lot coverage for this subdivision is 50%.
4. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
5. Lots ___ thru ___ will be required to install individual booster tanks, which are to be owned and maintained by the individual lot owners.
6. The 10-foot wide private stormwater easements that are located on Lots 1-8, Lots 16-22, Lots 50-55, Lots 62-67, Lot 87, and Lots 88-94 are to be owned and maintained by the Homeowners Association (HOA) and/or the applicable Lot owners
7. Tract B Storm Facility: At completion of the 2-year warranty period, the stormwater facility in Tract B will be owned and maintained by the Homeowners Association (HOA) and/or the homeowners. The City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract B.
8. At the time of building permit issuance, the Lots in this subdivision are subject to a \$___ fee per Lot, as their proportionate share contribution for the Northshore Sewer Transmission System (previously known and approved as the "north Urban Growth Area – Sewer Transmission System" or NUGA-STs).
9. A Latecomers fee in the amount of \$534.14 per Lot shall be collected at time of building permit issuance for the proportionate share of reimbursement for the Goodwin Road Sanitary Sewer

Pump Station, per Latecomer Reimbursement Agreement 5594198, recorded 03/25/2019, Clark County Records.

10. Wetlands, critical areas, and associated buffers shall be maintained in their natural state as described in the Final Wetland Mitigation Plan (Note: add date after approval) that is recorded with this plat by the HOA. Any modifications to critical areas and buffers must be approved in writing by the city after submittal of a revised critical area report.
11. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
12. The Camas Heights subdivision is under a flight corridor for Grove Airfield; aircraft noise is to be expected.
13. In the event any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).