



STAFF REPORT

Hood Street Subdivision

File No. SUB22-01

(Consolidated files: SEPA22-08, CA22-05, ARCH22-03)

Report Date: June 30, 2022

TO	Hearings Examiner	HEARING DATE	July 7, 2022
PROPOSAL	To subdivide 6.08 acres into 18 single-family lots.		
LOCATION	The site is located at 1811 NW Hood St in the NE ¼ of Section 09, Township 1 North, Range 3 East, of the Willamette Meridian; and described as tax parcel 127415000.		
APPLICANT/ OWNER	Modern Dwellings LLC 8101 NE Glisan Portland, OR 97213	CONTACT	Olson Engineering, Inc Attn: Gayle Gerke 222 E Evergreen Blvd Vancouver, WA 98660
APPLICATION SUBMITTED	February 28, 2022	APPLICATION COMPLETE	March 25, 2022
SEPA	The City issued a SEPA Determination of Non-significance (DNS) on May 26, 2022, with a comment period that ended on June 9, 2022. The SEPA DNS was mailed to property owners and published in the Post Record on May 26, 2022. Legal publication #692030.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on April 28, 2022. Legal publication #683880. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on June 9, 2022. Legal publication #696320.		

APPLICABLE LAW: The application was submitted on February 28, 2022, 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 6.08 acres zoned Single-Family Residential (R-7.5). The preliminary plat proposal would separate this area into 18 lots ranging in size from approximately 6,047 square feet to 9,000 square feet. The site contains one wetland and steep slopes. The proposal includes critical areas, open space, access, utility, and stormwater facility tracts.

The subject site is bordered to the north and east by single-family residential subdivisions zoned Single-Family Residential R-7.5 and R-15. To the west, across NW Hood Street, is undeveloped single-family residential zoned land. To the south, across NW 16th Avenue is developed and undeveloped single-family residential zoned land. There is an existing single-family home on site. The site also consists of grass and shrubs with a few trees along the northern and eastern borders.

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

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on May 26, 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 June 9, 2022, and three comments were received. One comment was from the Department of Ecology regarding solid waste management and water quality (Exhibit 37). The four other comments (Exhibit 38 - 41) were regarding stormwater, traffic, and setbacks which are discussed further in this report.

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

Chapter 16.31 Archaeological Preservation

An archaeological predetermination report dated December 7, 2017, 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 Columbia West Engineering, Inc dated January 5, 2021. The slopes are primarily located in the northwestern portion of the parcel and exceed 15 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 one wetland on site. As such, the applicant submitted a Wetland Delineation dated June 14, 2021, a Preliminary Wetland Mitigation Report dated August 31, 2021, and an Updated Mitigation Report and Letter dated June 7, 2022, prepared by Olson Environmental, LLC. The report identified a Category IV wetland as Wetland A (.26-acres on site). Per CMC 16.53.040, A Category IV wetland, with a High-Intensity Use requires a 50-foot buffer.

The applicant is proposing to impact the eastern portion of Wetland A. The impacts are necessary to accommodate the street within Tract “C” to access lots 12-14. Impacts to the wetland and its buffer include .1 acres of direct impacts and .13 acres of indirect impacts. The applicant is proposing to purchase Bank Credits for the wetland impacts. Per the Credit-Debt Ratios from the Terrace Mitigation Bank Instrument, the applicant is required to purchase .06 bank credits to compensate for .01 direct impacts and .13 indirect impacts to Wetland A.

A Review Letter from staff (Exhibit 32) was sent to the applicant requesting mitigation be located on-site if feasible. In response to the letter, the applicant submitted an updated Mitigation Report and Letter (Exhibit 36) summarizing that it is not practicable for mitigation to be located on-site. The report also indicated that lot 12 was reduced from 88 feet wide to 74.5 feet to reduce the impacts on the wetland. (See the last page of Exhibit 36 for the original site layout). Staff finds the applicant meets the mitigation sequencing requirements per CMC 16.51.170 because the applicant has shown reasonable efforts to reduce the impacts to the wetland. Staff also finds the applicant may purchase bank credits to mitigate the impacts for Wetland A since the report indicated mitigation on site was not practicable.

There will also be temporary impacts to the wetland due to construction activities associated with the installation of the underground detention pipe. The applicant is proposing to mitigate with native seed mix, construct a riprap pad, and plant native willow trees within the wetland buffer. Per CMC 16.53.050.E.3, detailed construction plans and a monitoring program are required for mitigation. Staff finds these two items are required prior to final engineering plan approval.

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., wetlands) 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. The applicant will be required to post a

mitigation bond in an amount deemed acceptable by the city to ensure the wetland mitigation is fully functional per CMC 16.51.250.

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

Chapter 17.11 Subdivisions

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

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

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

Comprehensive Plan

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

Overall, the 2035 City of Camas Comprehensive Plan supports the subdivision through 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.
- LU-1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- LU-3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- 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-1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. The proposed houses, when 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.

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 (TIS/TIA) provided by H. Lee & Associates, dated January 26, 2022, states that the proposed 18 Lot development will generate 160 average daily trips, 12 AM Peak Hour (3 in, 9 out) and 16 PM Peak Hour trips (10 in, 6 out). Therefore, the proposed development will not be required to install traffic calming features.

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

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

Water:

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

There are existing water mains as follows:

- 12-inch ductile iron water mains located on the north side of NW Hood Street, which runs north-to-south; an existing 12-inch ductile iron water main located in both NW 18th Avenue to the north and in NW 16th Avenue to the south; and
- An 8-inch ductile iron water main that dead-ends at a blowoff at the end of NW 17th Avenue to the west of the proposed development.

The preliminary grading, utility, stormwater, and landscape plans are labeled contrary to the preliminary plat labeling. All references to Tracts and Lot numbers, throughout this section, are in relation to the preliminary plat.

- Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise and resubmit the water utility plans with the Tracts and Lots mirroring the preliminary plat.

Per CMC 17.19.040.C and the CDSM, an 8-inch water main is to be constructed in order to serve the proposed development; including individual 1-inch water services and meter boxes to each of the proposed Lots 1 thru 17; fire hydrants; and private irrigation services and private meter for open space tracts or planter strips. Future Lot 18 is an existing single family residence that was constructed in 2020/2021 and has an existing water service that was stubbed from water main in NW Hood Street.

Per the pre-app notes, the applicant is required to extend the new 8-inch water main to the west and tie-into the existing 8-inch water main at the dead-end of NW 17th Avenue. The preliminary utility plan proposes to construct the new 8-inch water main and 1-inch services in order to serve the proposed development. However, the preliminary plans do not include the extension of said water main to the west in order to tie into the existing water main that dead-ends at the easternmost end of NW 17th Avenue and thereby providing a looped water system.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise the water utility plans to include the new 8-inch water main extended to the west to tie into the existing 8-inch water main that dead-ends at the easternmost end on NW 17th Avenue.

Per CMC 17.19.040.C.4.d landscaping in Open Space tracts must have a separate irrigation service and meter. The owner of the tract/s is responsible for payment of all fees associated with said irrigation meter and water usage. The water utility plans and landscape plans are to show the locations and meter sizes for Open Space irrigation.

Staff recommends a condition of approval that prior to final engineering plan approval, the water utility plans and the landscape plans are to be revised and submitted for approval showing the irrigation service, meter locations, and meter sizes.

The preliminary plans indicate that the future Tract E 'NW 17th Avenue', is to be a gated private street, which will serve the proposed development.

Therefore, staff recommends a condition of approval that prior to final plat approval, the applicant is to provide to the city a utility access and maintenance easement over and under the 8-inch water main located in the private streets, Tract C 'Private Road', Tract E 'NW 17th Avenue – Private Road', and Tract G 'Private Road'.

Proposed Plat Note: Tract C 'Private Road', Tract E 'NW 17th Avenue – Private Road', and Tract G 'Private Road' consist of a utility access and maintenance easement, to the city, over and under the water main located in the private streets.

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

Storm Drainage:

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

The parcel for the proposed development is approximately 6.1 acres (265,716 SF) in size. A preliminary drainage analysis (TIR), dated February 15, 2022, was prepared by Olson Engineering. The parcel is covered with predominantly meadow grass, minimal trees on the westernmost perimeter, and a wetland located in the southwest corner near to NW 16th Avenue. The site slopes from the northeast corner to the southwest corner with grades ranging from 10% to 25%. The existing condition allows for stormwater runoff to flow across the site, in a southwesterly, to two locations on the western boundary.

- The southern location is a natural drainage channel that flows into a culvert under NW Juneau Court, and discharges to an existing drainage channel along NW 16th Avenue.
- The northern location drains towards the existing development along the western boundary.

The preliminary grading, utility, stormwater, and landscape plans are labeled contrary to the preliminary plat labeling. All references to Tracts and Lot numbers, throughout this section, are in relation to the preliminary plat.

- Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise and resubmit the stormwater plans with the Tracts and Lots mirroring the preliminary plat.

The preliminary stormwater plan provides an onsite private stormwater collection and conveyance system that includes catch basins, storm manholes, and ditch inlets, which collects and conveys stormwater runoff from the proposed private roads; Tract E (future NW 17th Avenue), Tract C (drive access to Lots 12-14), and Tract G (drive access Lots 5 and 6). Additionally, the preliminary stormwater plans provide for collecting and conveying the offsite stormwater runoff along NW Hood Street and NW 16th Avenue the onsite stormwater system. Stormwater collection and conveyance systems, located within private roads (Tracts E, C, and G) are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.

Staff recommends a condition of approval that prior to final engineering plan approval, final stormwater plans are to be submitted to engineering for review and approval.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating that the onsite private stormwater collection and conveyance system located

within the private road Tracts E, C, and G are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.

Proposed Plat Note: The onsite stormwater collection and conveyance system located within the private road Tracts E, C, and G are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.

Per CMC 14.02 and 17.19.040.C, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts and overland surface flow. The preliminary stormwater plans provide a private storm line with a 10-foot wide private stormwater easement for future Lots 9 thru 11 and Lots 15 thru 17. Future Lots 1 thru 3 have a 12.5-foot private stormwater main and easement on the northern property lines to limit impacts from future Lot 18. The preliminary stormwater plan does not show a private stormwater line or easement between future Lots 12 and 13, Lot 12 and Tract B, nor between future Lot 13 and the adjacent parcel to the west.

Staff recommends a condition of approval that, prior to final engineering plan approval, the applicant should submit a revised stormwater drainage plan that provides a private stormwater line and easement between Lot 12 and Tract B, between Lots 12 and 13, and between future Lot 13 and the adjacent parcel to the west.

Staff recommends a condition of approval that, prior to final plat approval both the 10-foot wide and the 12.5-foot wide private stormwater easements are to be shown as located on the stormwater plans for Lots 1 thru 3, Lots 9 thru 11, and Lots 12 thru 17. Additionally, a plat note is to be added to the final plat that states that these private stormwater systems and easements are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems are located.

Proposed Plat Note: The 10-foot wide and the 12.5-foot wide private stormwater easements that are located on Lots 1 thru 3, Lots 9 thru 11, and Lots 12 thru 17 are to be owned and maintained by the HOA or the applicable Lot owners.

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 within the proposed development in accordance with city standards.

The preliminary stormwater plan proposes to construct stormwater catch basins, conveyance system, install treatment vaults, and install underground detention systems that will outfall to the existing wetlands. The underground treatment vaults and the detention systems are shown to be on Tract A 'Storm Facility', Tract B 'Open Space', and Tract H 'Walking Trail / Open Space'. Tract B 'Open Space' includes the existing wetland and wetland boundary. Access to the treatment vaults and underground detention system is via a private road located on Tract C.

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/homeowners.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat which states that Per CMC 14.02.C, the City shall have the right-of-entry and authority to

inspect of the stormwater facilities located in Tract A 'Storm Facility', Tract B 'Open Space', and Tract H 'Walking Trail / Open Space'.

Proposed Plat Note: At completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance, Tract A 'Storm Facility', Tract B 'Open Space', and Tract H 'Walking Trail / Open Space' are to be owned and maintained by the homeowner's association / homeowners, with right-of-entry granted to the city for inspection purposes.

Staff recommends a condition of approval that prior to final engineering plans approval a final stormwater drainage analysis is to be submitted to the City for review and approval.

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, to the City 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.

Staff recommends a condition of approval that prior to any land-disturbing activities, the NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.

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 an existing 4-inch pressure STEP sewer main located on the west side of NW Hood Street. The preliminary sanitary sewer plans propose to provide a future 2-inch sanitary pressure sewer main and sewer laterals to serve future Lots 1 thru 17. Future Lot 18 is an existing single family residence that was constructed in 2020/2021 and has an existing sewer lateral that was stubbed from the existing 4-inch sewer main in NW Hood Street.

The preliminary grading, utility, stormwater, and landscape plans are labeled contrary to the preliminary plat labeling. All references to Tracts and Lot numbers, throughout this section, are in relation to the preliminary plat.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise and resubmit the sanitary sewer plans with the Tracts and Lots mirroring the preliminary plat.

Staff recommends a condition of approval that prior to final plat approval, the applicant is to provide to the city a utility access and maintenance easement over and under the 2-inch sanitary sewer pressure main located in Tract C 'Private Road', Tract E 'NW 17th Avenue - Private Road', and G 'Private Road'.

Proposed Plat Note: Tract C 'Private Road', Tract E 'NW 17th Avenue - Private Road', and G 'Private Road' consists of a utility access and maintenance easement, to the city, over and under the 2-inch sanitary sewer pressure main.

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

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

Per CMC 17.19.020.A.3 requires abandonment of existing wells, septic tanks, and septic drain fields. Any existing wells, septic tanks, and drain fields should be properly decommissioned in accordance with State and County guidelines 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.

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

Roads:

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

The preliminary grading, utility, stormwater, and landscape plans are labeled contrary to the preliminary plat labeling. All references to Tracts and Lot numbers, throughout this section, are in relation to the preliminary plat.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise and resubmit the final engineering plans with the Tracts and Lots mirroring the preliminary plat.

[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 NW Hood Street and NW 16th Avenue are required along the frontage of the proposed development. Both NW Hood Street and NW 16th Avenue are designated as future 3-lane arterials, per the 2016 Road Designation Comprehensive Plan.

NW Hood Street, along the frontage of the proposed development is an unimproved roadway without curb, gutter, or sidewalk on either side of the road, and consists of approximately 23-feet of existing pavement and 40-feet of existing right-of-way width.

NW 16th Avenue, along that portion of the proposed frontage that abuts future Lots 13 and 14, is an unimproved roadway on the north side of the road without curb, gutter, sidewalk, or planter. The south side of NW 16th Avenue, across from future Lots 13 and 14, consists of existing frontage improvements with curb, gutter, sidewalk, and planter strip. The existing right-of-way width is 60-feet wide with approximately 22-feet of paved surface.

The preliminary plans for the proposed frontage improvements along NW Hood Street will consist of 37-foot wide right-of-way width from the centerline of the roadway, 23-feet of full-depth paved surfacing from the centerline of the roadway, 7.5-foot planter strip, and a 6-foot wide sidewalk. These frontage improvements will extend from the southern boundary line of Lot 17 to the northern most boundary of Lot 18, in order to tie into the existing sidewalk to the north.

The preliminary plans for the proposed frontage improvement along NW 16th Avenue will consist of 37-foot wide right-of-way width from the centerline of the roadway, 23-feet of full-depth paved surfacing from the centerline of the roadway, 7.5-foot planter strip, and a 6-foot wide sidewalk. These frontage improvements will extend from the eastern boundary line of Lot 14 to the western boundary of Lot 13. Additionally, the preliminary plans indicate a pathway from the west end of the sidewalk on Lot 13, heading in a westerly direction. However, there isn't any indication on the preliminary plans as to width or surfacing of said pathway. Per the pre-app notes, this path is to be a minimum 5-foot wide hard surfacing ADA pedestrian path that is to be extended to the west and tie into the existing sidewalk on NW 16th Avenue and NW Juneau Court.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit final engineering plans that include the 5-foot wide hard surface ADA accessible pathway from the west end of Lot 13 to the east end of the existing sidewalk on NW 16th Street and NW Juneau Court.

Per CDSM, Table 2 General Guidelines for Geometry of a Roadway: The minimum curb radii on a public street with a 74-foot right-of-way width and 28-feet of paved surface is 35-feet.

Staff recommends a condition of approval that prior to final engineering plan approval, that the applicant should be required to provide a minimum 35-foot curb radius at the intersection of future NW 17th Avenue and NW Hood Street.

Per CDSM, Access Spacing Standards Table 3: The minimum access spacing on an arterial is 660-feet with a maximum of 1,000-feet.

- a. The proposed access for future NW 17th Avenue off NW Hood Street, is approximately 283-feet south of the intersection of NW Hood Street and NW 18th Avenue; and approximately 340-feet north of the intersection of NW Hood Street and NW 16th Avenue.
- b. The proposed location does not meet the minimum access spacing requirements of 660-feet on an arterial, however, a deviation from the minimum access spacing requirement is supported by the city engineer.

[Private Roads]: Per Table 17.19.040-1 Minimum Private Street Standard D, access to five or more dwelling units, greater than 300-feet in length, shall consist of a tract width of 48-feet, a minimum 28-foot wide paved surface, 5-foot wide sidewalks and planter strips on both side, with no on-street parking on one side of the roadway. Additionally, streets in excess of 150-feet, as measured from the centerline of the adjacent road, require a dead-end turnaround or a cul-de-sac with a minimum 35-foot radius. The preliminary street plan for future Tract E 'NW 17th Avenue – Private Road' is approximately 720-feet in length with a 35-foot radius cul-de-sac.

Per CMC 17.19.040.B.10.b.ii Cul-de-sacs and permanent dead-end streets over 300-feet in length may be denied unless topographic or other physical constraints prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street or pedestrian oriented use.

Per the preliminary plans, Tract E 'NW 17th Avenue – Private Road' is approximately 725-feet in length and dead-ends at a 35-foot radii cul-de-sac, which does not meet the maximum 300-foot length for a cul-de-sac or permanent dead-end.

Per the preliminary grading plans, there is approximately a 10 to 20-foot difference in elevation from the eastern dead-end of NW 17th Avenue to the east end of future Lot 11 and west end of Tract A. Therefore, due to topographic constraints, a deviation from the maximum 300-foot length of a cul-de-sac / permanent dead-end standards is supported by the city engineer.

Per the preliminary plans and due to the length of the cul-de-sac, the applicant proposes to provide a 10-foot wide public access easement with a 5-foot paved trail, from Tract E 'NW 17th Avenue – Private Road', across Tract A 'Storm Facility', and across Lot 11 to the eastern end of NW 17th Avenue, which is a public road.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise the engineering plans as follows:

- The 5-foot wide public access trail is to be placed within a 10-foot wide Tract from the west end of Tract A 'Storm Facility' in order to connect to the westernmost dead-end of NW 17th Avenue.
- Access manholes to the underground stormwater detention pipe are not to be located within the 5-foot wide public access trail surfacing.
- The public access trail is to consist of a hard surfacing and is to meet ADA accessibility requirements from the sidewalk on Tract E, across Tract A, and to the dead-end of NW 17th Avenue.

Staff recommends a condition of approval that prior to final plat approval, the applicant is to provide the following:

- A 10-foot wide public pedestrian access Tract ___, which is to include a 5-foot wide public pedestrian access trail from the west end of Tract A 'Storm Facility' to the westernmost dead-end of NW 17th Avenue.
- A 10-foot wide public pedestrian access easement over Tract A 'Storm Facility' to accommodate the 5-foot wide public pedestrian access trail.
- A public pedestrian access easement over private road Tracts C and E, and over Tract H.

Proposed plat notes:

1. Tract ___ contains a 5-foot wide public pedestrian access trail that is to be owned and maintained by the HOA / homeowners.
2. A public pedestrian access easement is provided over Tracts A, C, E, and H. Tracts A, C, E, and H are to be owned and maintained by the HOA / homeowners.

Per Table 17.19.040-1 Minimum Private Street Standard A, access to four or less dwelling units requires a minimum 20-foot wide tract, 12-feet of paved surface, optional 5-foot sidewalk, no planter strip, and no parking on either side.

The preliminary plans show three private roads: Tract C, which provides access to proposed Lots 12, 13, and 14; Tract F, which provides access to Lot 18; and Tract G, which provides access to Lots

5 and 6. All three private roads meet the Minimum Private Road Standard A. Additionally, Tract C is greater than 150-feet in length and therefore requires a dead-end turnaround. Per the preliminary plans, a dead-end turnaround has been provided between Lots 12 and 14.

On private roads that prohibit parking on both sides of the road, a 'No Parking and Towing' sign is required as the city does not provide towing on private roads, nor does the city enforce no parking on private roads

Staff recommends a condition of approval that prior to final engineering plan approval, that 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.
- 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. 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. Street lights on private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

Additionally, staff recommends a condition of approval that draft electrical plans for street lights, are to be submitted to for review and approval by the city, prior to submittal to Clark Public Utilities.

[Street trees and Landscaping]: CMC 17.19.030 (F 1) requires one 2-inch diameter street tree in the planter strip for each dwelling unit. 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 that prior to final engineering plan approval, the applicant 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.

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 Lots 1 thru 17. Said stormwater easements should be dedicated with the final plat.

The applicant is proposing to provide an internal private road to serve the development, with two additional private roads, Tract C and Tract G, that will provide access to Lots 5 and 6, and Lots 12 thru 14. Proposed Tracts C, E, and G are to be shown on the final plat. Public sanitary sewer main, public water mains, and private the stormwater collection and conveyance system will be located within these private Tracts and as such the applicant is to provide a blanket access and utility maintenance easement over the proposed private street Tracts to the City of Camas at the time of final platting.

Additionally, a public pedestrian access easement is required over the private streets located in Tracts C and E 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, private gates and controller, and tracts or easements outside of the City's right-of-way. Further, all necessary easements and dedications should be noted on the final plat.

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

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

CMC 18.09.040 Table 1 Lot Dimensional Standards

The parcel is zoned Single-Family Residential R-7.5 and must follow the dimensional standards per Table 1. The applicant is utilizing Footnote 3 in Table 1 which allows *"for parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone."* Lot 18 of the preliminary plat will retain the existing dwelling, therefore lot 18 may exceed the dimensional standards in the R-7.5 zone.

The applicant has set aside .56 acres in open space and critical area tracts, therefore per CMC 18.09.060.c, the development may utilize density transfer provisions in CMC 18.09.040 Table 1 Section B. The density transfer standards allow for a minimum lot size of 5,250 square feet and a maximum lot size of 9,000 square feet. There is no average lot size required. The minimum lot width permitted is 60 feet and the minimum lot depth is 80 feet. The maximum density permitted is still 5.8 dwelling units per net acre and the maximum lot coverage is 40%. The applicant is proposing lots that range from 6,047 square feet to 9,000 square feet. Each lot also complies with the minimum lot width and depth. The maximum density permitted on 5.52 acres is 32 units. The applicant is proposing 18. Staff finds the dimensional standards are met.

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 5-9 and 12-13 abut a lower density zone, therefore the lots shall be the largest size permitted in the R-7.5 zone which is 9,000 square feet per the density transfer provisions. Staff finds these lots comply with the beveling standards.

CMC 18.09.040 Table 2 Setbacks

The proposed lots within the development range from 6,047 square feet to 9,000 square feet. Setbacks are based on lot size; therefore, the lots must comply with the setbacks for lots between 5,000 square feet and 11,999 square feet in CMC 18.09.040 Table 2. 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 “B” is dedicated to a critical area and exceeds one-half acre, therefore meeting the criteria to request negotiated flexibility.

The applicant is proposing to reduce the minimum front yard setback from 20 feet to 15 feet and the minimum rear yard setback from 25 feet to 15 feet. In return, the applicant is proposing a walking trail and benches (Exhibit 35). Staff is not in support of these amenities because the trail and benches do not provide a meaningful community benefit. The proposed trail is adjacent to the sidewalk of the street in Tract “C” and does not connect to nearby trails or public areas. The benches are located near the wetland buffer, directly abutting Tract “C”, and do not provide a benefit that outweighs the requested setback reduction. Staff does not support the reduced setbacks and finds the development must comply with the current setbacks per CMC 18.09.040 Table 2.

Lots 5, 6 and 13 are proposing to utilize setbacks for irregular shaped lots per CMC 18.03.040 Figure 18.03-6. The definition for a rear lot line means *“a lot line which is opposite and most distant from the front lot line”*. The front lot line of lots 5 and 6 is the southern property line, therefore, the *“opposite and most distant”* lot line is the northern lot line. Staff finds lots 5 and 6 are not irregular shaped lots and must follow setbacks for regular shaped lots, with the rear lot line being the northern property line. Staff finds the setbacks on lots 5 and 6 shall be corrected prior to final plat approval.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of the R-7.5 zone of the density transfer provisions as conditioned.

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:

A minimum of 20 tree units (TU) per net developable acre is required for residential developments per *CMC 18.13.051(A) Table 1 – Required Tree Density* and should be incorporated into the overall landscape plan. The entire site is approximately 6.08 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 .56 acres, therefore the net developable acreage is 5.52 acres, requiring 110 TUs.

The tree plan indicates that 122 trees will be planted for a total of 122 TUs. The 122 TUs are made up of proposed street trees and site trees. All five trees on site are proposed for removal. These five trees include apple and big-leaf maples which are recommended for removal per the arborist report due to tree health and grading impacts. Staff recommends a condition of approval that the arborist report is followed. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City’s Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance.

CMC Section 18.17.060 Retaining Walls:

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. A condition is warranted.

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

[Traffic Impact Analysis]: Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs).

The proposed development will generate approximately 160 ADTs; therefore a TIS/TIA is not required. However, a traffic summary, dated January 26, 2022, was prepared by H. Lee & Associates for the proposed development.

The report analyzed the following intersections:

- NW 16th Avenue & NW Brady Road
- NW 18th Avenue & NW Hood Street
- NW 18th Avenue & NW Astor Street
- NW Hood Street & Future Access Road

Additional analyses were also included in the report:

- Existing traffic conditions in the project study area.
- 2027 “Without Project” condition to establish the baseline condition by which the project impacts are determined.
- Trip generation estimates for the proposed development.
- 2027 “With Project” condition to determine project traffic impacts.

Findings from the traffic analysis are as follows:

- The proposed development is expected to generate 160 average daily trips (ADTs), 12 AM Peak Hour trips (3 in, 9 out), and 16 PM Peak Hour trips (10 in, 6 out) net new trips.
- All of the study area intersections are projected to meet the City of Camas’ Level-of-Service (L O S) standards for PM Peak Hour of A and/or B in the 2027 “Without Project” and PM Peak Hour of A and/or B in 2027 “With Project” condition. *Staff concurs.*
- Based on field measurements conducted by H. Lee & Associates, PLLC, the project access intersection should be able to meet the sight distance requirements as long as any vegetation within the sight distance triangles are properly maintained after construction and no obstructions are placed within the sight distance triangles that could impede a driver’s vision. Because the access into the project site is not built, the corner sight distance should be re-verified in the final engineering/construction stages of development. *Staff condition noted below.*

Per the TIA findings noted above, the preliminary design for the future access location will meet CMC 18.17.030 Vision Clearance Standards, so long as vegetation within the site distance triangles are kept free of construction equipment, vegetation, and other obstructions. While the TIA addressed the vision clearance / site distance triangles, the preliminary civil concept plans did not include the vision clearance /site distance triangles on the preliminary plans.

Staff recommends a condition of approval that prior to final engineering plan approval, the engineering plans are to be submitted with the site vision clearance / site distance triangles shown on the final engineering plans at the access location for future NW 17th Avenue and NW Hood Street. Additionally, the applicant is to verify that the vision clearance / site distance triangle requirements have been met at future NW 17th Avenue and NW Hood Street, prior to final acceptance.

- Turn-lane warrants at the proposed project access intersection were not conducted due to low traffic volumes, acceptable levels of service, and acceptable accident rates in the 2027 “With Project” conditions along NW Hood Street. *Staff concurs.*

Recommendations:

- Based on the traffic impact analysis documented in the report, no physical, off-site mitigation would be needed. *Staff concurs.*

FINDING: Staff finds that 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 facilities in Tracts A, B, and H will be owned and maintained by the Homeowner’s Association/homeowners. Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facilities located in Tracts A, B, and H.

A note is to be added to the final plat stating that the onsite private stormwater collection and conveyance system located within the private road Tracts C, E, and G; and the stormwater systems located on Lots 1 thru 17, are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.

Per CMC 17.19.040.A.2 the HOA and/or homeowners are responsible for the ownership and maintenance of the private streets located in Tract C ‘Private Road’, Tract E ‘NW 17th Avenue – Private Road’, and Tract G ‘Private Road’.

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

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

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

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

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

PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Department of Ecology (Exhibit 37) and citizens (Exhibit 38-41) regarding traffic, stormwater, and setbacks. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Hood Street Subdivision (SUB22-01) 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 Hood Street Subdivision (SUB22-01) 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 plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval. Submittal requirements for first review are as follows:
 - a. Submit four (4) full size sets and one (1) half size set of plans;
 - b. One (1) hard copy of (TIR) stormwater report;
 - c. Stamped preliminary engineer's estimate.
3. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process.
 - b. 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.
 - c. Under no circumstances will the applicant be allowed to begin construction prior to construction plan approval.
4. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
5. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.

6. 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.
7. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
 - a. All designs will be in accordance with applicable City codes.
 - b. The maintenance of the entrance structure will be the responsibility of the homeowners.
8. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, street lights, and associated appurtenances are installed.
9. 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.
10. A draft street lighting plan shall be submitted to development engineering for review prior to final plan submittal to Clark Public Utility.
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, traffic control markings, and gate and controller for the improved subdivision.
12. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan (SWPPP)*, which is required as a component of the NPDES GCSWP permit.
13. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond in the amount of 200% of the cost for erosion control measures, per CMC 14.06.200.
14. 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).
15. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
16. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
17. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
18. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C.
19. 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.
20. 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.

21. Accessory dwelling units shall not be precluded from in the CC&R's.
22. 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.
23. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
24. 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.
25. 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 accepted until after final acceptance.

Special Conditions of Approval:

Planning:

26. The recommendations provided by the Department of Ecology shall be complied with.
27. The recommendations in the Geotechnical Report by Columbia West Engineering, Inc dated January 5, 2021, shall be followed.
28. The recommendations in the Wetland Delineation dated June 14, 2021, Preliminary Wetland Mitigation Report dated August 31, 2021, and the Updated Mitigation Report and Letter dated June 7, 2022, prepared by Olson Environmental, LLC shall be followed.
29. The recommendations in the Arborists Report by Olson Environmental, LLC dated June 15, 2021, shall be followed.
30. 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.

Prior to Final Engineering Plan Approval:

Planning:

31. Detailed construction plans and a monitoring program are required for wetland mitigation per CMC 16.53.050.E.3
32. Temporary construction fencing is required prior to construction and shall clearly mark the wetland buffers and fencing should remain throughout permitted construction activities.
33. Retaining walls shall comply with CMC 18.17.060.

Engineering:

Water

34. The applicant is to revise and resubmit the water utility plans with the Tracts and Lots mirroring the preliminary plat.
35. The applicant is to submit revised the water utility plans to include the new 8-inch water main extended to the west to tie into the existing 8-inch water main that dead-ends at the easternmost end on NW 17th Avenue.

36. The water utility plans and the landscape plans are to be revised and submitted for approval showing the locations of the irrigation services and meter sizes.

Storm Drainage:

37. The applicant is to revise and resubmit the stormwater plans with the Tracts and Lots mirroring the preliminary plat.

38. Final stormwater plans are to be submitted to engineering for review and approval.

39. The applicant shall submit a revised stormwater drainage plan that provides a private stormwater line and easement between Lot 12 and Tract B, between Lots 12 and 13, and between future Lot 13 and the adjacent parcel to the west.

40. A final stormwater drainage analysis is to be submitted to the City for review and approval.

Erosion Control:

40. The applicant shall submit the Erosion Sediment Control (ESC) plans, as a part of the site improvement plans, to the City for review and approval.

Sanitary Sewer Disposal:

41. The applicant is to revise and resubmit the sanitary sewer plans with the Tracts and Lots mirroring the preliminary plat.

Roads:

42. The applicant is to revise and resubmit the final engineering plans with the Tracts and Lots mirroring the preliminary plat.

[Public Roads]

43. The applicant is to submit final engineering plans that include the 5-foot wide hard surface ADA accessible pathway from the west end of Lot 13 to the east end of the existing sidewalk on NW 16th Street and NW Juneau Court.

44. Staff recommends a condition of approval that prior to final engineering plan approval, that the applicant should be required to provide a minimum 35-foot curb radius at the intersection of future NW 17th Avenue and NW Hood Street.

[Private Roads]

45. The applicant is to revise the engineering plans as follows:

- a. The 5-foot wide public access trail is to be placed within a 10-foot wide Tract from the west end of Tract A 'Storm Facility' in order to connect to the westernmost dead-end of NW 17th Avenue.
- b. Access manholes to the underground stormwater detention pipe are not to be located within the 5-foot wide public access trail surfacing.
- c. The public access trail is to consist of a hard surfacing and is to meet ADA accessibility requirements from the sidewalk on Tract E, across Tract A, and to the dead-end of NW 17th Avenue.

46. The applicant shall be required to provide a design for a 'No Parking and Towing' sign for review and approval.

- a. Said sign is to include contact information for a towing company.
- b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.

[Street lighting]:

47. All street light locations are to be shown on the engineering and landscape plans. Street lights on private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
48. Draft electrical plans for street lights, are to be submitted to for review and approval by the city, prior to submittal to Clark Public Utilities.

[Street trees and Landscaping]:

49. The applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.
50. The applicant shall submit a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 to the City for review and approval, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list.

Traffic Impact Analysis:

51. The engineering plans are to be submitted with the site vision clearance / site distance triangles shown on the final engineering plans at the access location for future NW 17th Avenue and NW Hood Street.

Prior to Land-Disturbing Activities:

52. The NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.

Prior to Final Plat Approval:

Planning:

53. The applicant shall purchase bank credits to compensate for the direct and indirect impacts to Wetland A.
54. A conservation covenant shall 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.
55. The applicant shall post a mitigation bond in an amount deemed acceptable by the city to ensure the wetland mitigation is fully functional per CMC 16.51.250.
56. Setbacks per CMC 18.09.040 Table 2 shall be followed.
57. Lots 5 and 6 are not considered irregular lots and shall follow current setbacks per CMC 18.09.040 Table 2.

Engineering:

58. The applicant is to provide to the city a utility access and maintenance easement over and under the 8-inch water main located in the private streets, Tract C 'Private Road', Tract E 'NW 17th Avenue – Private Road', and Tract G 'Private Road'.
59. A note is to be added to the final plat stating that the onsite private stormwater collection and conveyance system located within the private road Tracts E, C, and G are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.
60. Both the 10-foot wide and the 12.5-foot wide private stormwater easements are to be shown as located on the stormwater plans for Lots 1 thru 3, Lots 9 thru 11, and Lots 12 thru 17.

61. A plat note is to be added to the final plat that states that these private stormwater systems and easements are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems are located.
62. A note is to be added to the plat which states that Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facilities located in Tract A 'Storm Facility', Tract B 'Open Space', and Tract H 'Walking Trail / Open Space'.
63. If applicable, any existing wells, or septic systems are to be decommissioned and documentation should be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.
64. The applicant is to provide to the city a utility access and maintenance easement over and under the 2-inch sanitary sewer pressure mains located in Tract C 'Private Road', Tract E 'NW 17th Avenue - Private Road', and G 'Private Road'.
65. The applicant is to provide the following:
 - a. A 10-foot wide public pedestrian access Tract __, which is to include a 5-foot wide public pedestrian access trail from the west end of Tract A 'Storm Facility' to the westernmost dead-end of NW 17th Avenue.
 - b. A 10-foot wide public pedestrian access easement over Tract A 'Storm Facility' to accommodate the 5-foot wide public pedestrian access trail.
 - c. A public pedestrian access easement over private road Tracts C and E, and over Tract H.
66. The applicant is to verify that the vision clearance / site distance triangle requirements have been met at the future intersection of NW 17th Avenue and NW Hood Street.

Prior to Final Acceptance:

Planning:

67. 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.
68. Irrigation and landscaping should be installed or bonded for prior to final acceptance.

Engineering:

69. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
 - a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
 - b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.
70. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
71. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).

- a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
72. The 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.

Prior to Final Occupancy:

Planning:

73. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Maximum building lot coverage for this subdivision is 40%.
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. 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.
6. 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.
7. 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).
8. Tract C 'Private Road', Tract E 'NW 17th Avenue – Private Road', and Tract G 'Private Road' consist of a utility access and maintenance easement, to the city, over and under the water main located in the private streets.
9. The onsite stormwater collection and conveyance system located within the private road Tracts E, C, and G are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.
10. The 10-foot wide and the 12.5-foot wide private stormwater easements that are located on Lots 1 thru 3, Lots 9 thru 11, and Lots 12 thru 17 are to be owned and maintained by the HOA or the applicable Lot owners.

11. At completion of the 2-year warranty period, which expires 2-years after issuance of final acceptance, Tract A 'Storm Facility', Tract B ' Open Space', and Tract H 'Walking Trail / Open Space' are to be owned and maintained by the homeowner's association / homeowners, with right-of-entry granted to the city for inspection purposes.
12. Tract C 'Private Road', Tract E 'NW 17th Avenue - Private Road', and G 'Private Road consists of a utility access and maintenance easement, to the city, over and under the 2-inch sanitary sewer pressure main.
13. Tract __ contains a 5-foot wide public pedestrian access trail that is to be owned and maintained by the HOA / homeowners.
14. A public pedestrian access easement is provided over Tracts A, C, E, and H. Tracts A, C, E, and H are to be owned and maintained by the HOA / homeowners.