



Camas Meadows Hole 9 Type II Site Plan, Type III Subdivision, & Conditional Use Permit

Date: March 2023

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

Applicant: Romano Development, Inc.
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AKS Job Number: 9030

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Property Owners:	Lofts at Camas Meadows Phase 1, LLC 2370 E 3 rd Loop, Suite 100 Vancouver, WA 98661 Lofts at Camas Meadows Phase II, LLC 2370 E 3 rd Loop, Suite 100 Vancouver, WA 98661 Vanport Manufacturing, Inc. & Adolf Hertrich PO Box 97 Boring, OR 97009 Pedwar Development Group LLC 4711 NW Camas Meadows Drive Camas, WA 98607
Applicant's Consultant and Project Contact:	Landerholm 805 Broadway Street, Suite 1000 Vancouver, WA 98666 Contact(s): Steve C. Morasch Email: stevem@landerholm.com Phone: (360) 558-5912
Site Location:	4525 NW Camas Meadows Drive Camas, WA 98607
Clark County Parcels:	175980000, 172973000, 172963000, 986035734, 986035733, 172970000, & 986026906
Site Size:	±13.81 acres (±601,725 square feet)
Land Use Districts:	Mixed Use (MX)

I. Executive Summary

Through this application, Romano Development, Inc. (Applicant) requests approval from the City of Camas (City) to subdivide the subject site, described below, into 77 single-family lots and one commercial lot for the future construction of 37 detached and 40 attached single-family homes and a 6,600 square foot commercial building. The development will gain access from NW Camas Meadows Drive along the south frontage of the site, with access to the individual lots through an internal street and alley network.

In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, including Proposed Development Plans, Stormwater Technical Information Report (TIR), Geotechnical Report, Traffic Impact Study, Critical Areas Report, and a State Environmental Policy Act (SEPA) checklist.

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

- Platting of 77 single-family lots and one commercial lot.
- Construction of a 6,600 square foot commercial building.
- Construction of the internal street and alley network for lot access and circulation.
- Mitigation for necessary removal of significant Oregon white oak.
- Construction of water, sanitary sewer, and stormwater utilities for the development.

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

II. Site Description/Setting

The subject site consists of seven parcels and is ±13.81 acres in size. The site is addressed as 4711, 4615, 4525, and 4525 Unit A & Unit B, NW Camas Meadows Drive, Camas, WA 98607. The property is identified as Clark County Parcel Numbers 175980000, 172973000, 172963000, 986035734, 986035733, 172970000, and 986026906 of the northeast, northwest and southwest ¼ of Section 28 and 29, Township 2 North, Range 3 East, Willamette Meridian. The site is zoned Mixed Use (MX) and is currently vacant with no structures on site.

Neighboring properties are zoned Light Industrial/Business Park (LI/BP) to the north, east, south, and west; and Residential (MF-18) to the southeast. Properties to the north, east, and west are developed as Camas Meadows Golf Course, the properties to the south are developed as a business park, and the properties to the southeast are developed as the driving range for the Camas Meadows Golf Course.

The site has frontage on NW Camas Meadows Drive along the south boundary. NW Camas Meadows Drive is identified as a three-lane arterial (per the 2016 City of Camas Transportation Comprehensive Plan) and is fully developed with two travel lanes and a left turn lane within a ±38-foot paved width and 30-foot half-width right-of-way. The existing site frontage also contains a 5-foot planter strip and 10-foot detached sidewalk. The existing sidewalk encroaches ±1.5 feet into the site.

The site is hilly and slopes from NW Camas Meadows Drive to the north, with slopes ranging from 3 percent to 18 percent, with a general average of 10 percent slope across the site. The site is mostly covered in field grass and Himalayan blackberry, with trees dispersed across the site, including some

Oregon white oak. According to Applied Archeological Research (AAR), the subject site is within an existing archaeological site. According to the City of Camas CARA Map, the site is not within a City of Camas mapped Critical Aquifer Recharge Area (CARA). All critical areas will be discussed in further detail later in this narrative.

III. Applicable Review Criteria

CITY OF CAMAS COMPREHENSIVE PLAN GOALS

- **Citywide Land Use Goal: Maintain a land use pattern that respects the natural environment and existing uses while accommodating a mix of housing and employment opportunities to meet the City's growth projections.**

Response: The subject site is zoned for mixed-use, which allows for residential and commercial development. There is substantial demand for single-family housing in the City of Camas, especially in the middle-income bracket. The proposed development provides the necessary infrastructure and supplies a variety in-demand housing products immediately adjacent to existing and future business parks. The proximity of the development to the business parks provides the opportunity for residents of the living to work within walking or biking distance of their home and provides the potential for use of transportation modes other than a motorized vehicle. Therefore, the proposed development is consistent with the adopted comprehensive plan.

- **Neighborhood Goal: Create vibrant, stable, and livable neighborhoods with a variety of housing choices that meet all stages in the life cycle and the range of affordability.**

Response: The proposed subdivision will provide a mix of lot sizes creating a neighborhood with a mix of single-family home options. The development will also provide a commercial lot that will allow for the construction of a commercial facility that will be within walking distance for the residents of the neighborhood. The proposed lots meet the requirements of the MX zoning district, which provides housing types consistent with the overall comprehensive plan.

- **Natural Environment Goal: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.**

Response: This goal is met through the existing network of trails and parks on surrounding properties, which this development will contribute to through paying its share of impact fees. The Lacamas Heritage Trail is located ± 0.5 miles to the northwest on NE Goodwin Road, and the site is immediately adjacent to the Camas Meadows Golf Course. The site is also ± 3 miles from multiple parks located at the south end of Lacamas Lake. The proposed development will protect Oregon white oak to the greatest extent practicable, however, some Oregon white oak will be removed with the project. Mitigation for the Oregon white oaks will occur on site and at a nearby oak mitigation site, improving the quality of the Oregon white oak habitat in both mitigation sites.

- **Residential Mixed-Use Goal:** To foster economically and socially diverse mixed neighborhoods as the foundation for a healthy city, which includes meeting the multi-modal transportation, housing, employment, education, recreation, and health needs of the citizens.

Response: The proposed subdivision will provide a mix of lot sizes creating a neighborhood with a mix of single-family home options. The proposed lots meet the requirements of the MX zoning district, which provides housing types consistent with the overall comprehensive plan.

- **Citywide Housing Goal:** 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.

Response: The proposed subdivision will provide a mix of lot sizes creating a neighborhood with a mix of single-family home options. The proposed lots meet the requirements of the MX zoning district, which provides housing types consistent with the overall comprehensive plan.

- **Affordable Housing Goal:** Create a diversified housing stock that meets the needs of all economic segments of the community through new developments, preservation, and collaborative partnerships.

Response: The proposed subdivision will provide a mix of lot sizes creating a neighborhood with a mix of single-family home options. The proposed lots meet the requirements of the MX zoning district, which provides housing types consistent with the overall comprehensive plan.

- **Environmental Stewardship Goal:** To preserve Camas' natural environment by developing a sustainable urban environment and protecting habitat and vegetation corridors.

Response: There are seven existing individual Oregon white oaks located within the proposed development. Due to the location of the trees and City code requirements for grading and circulation, five Oregon white oak within the development will be removed. However, mitigation is proposed, to ensure no habitat loss, which will occur on site and off site within an open space tract less than ¼-mile north of the project site. Mitigation will consist of habitat enhancement, including planting of oak seedlings at a 6:1 habitat enhancement ratio, which is consistent with WDFW's recommendations for priority oak mitigation. See the Preliminary Tree Report and Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan included in this application for more information.

- **Critical Area Goal:** To preserve, maintain, and restore the City's critical areas to protect their function and values.

Response: There are seven existing individual Oregon white oak located within the proposed development. Due to the location of the trees on site, tree health, and City code requirements for grading and circulation, five of the Oregon white oak within the development will be removed. However, mitigation for the removed Oregon white oaks will occur on site and off site to ensure no net loss of habitat. See the Preliminary Tree Report and Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan included in this application for more information.

- **Shoreline Goals (as provided in the Camas Shoreline Master Program):**

Response: The proposed development is not within any shoreline designation; therefore, it will not impact any shorelines.

- **Street Goal: Streets will function for all users including bicyclists, pedestrians, transit users, and motorists.**

Response: All streets and alleys within the development will be designed to meet or exceed City standards and include sidewalks for pedestrians. With the streets' low traffic volume, bicyclists will be able to share the roadway with motorists. There is currently no public transit service to the area.

- **Walking, Bicycling, and ADA Mobility Goal: The needs of bicyclists, pedestrians, transit users, and accessibility (ADA-compliant) will be considered in all street improvements and will be integrated in all collector and arterial roadway projects, including regular safe street crossings.**

Response: The development provides sidewalks along all public streets within the development and ensures that the existing sidewalk along the north side of NW Camas Meadows Drive meets all current Americans with Disabilities Act (ADA) standards. Pedestrian connections are also made from multiple locations within the development to NW Camas Meadows Drive to ensure adequate pedestrian access.

- **Design and Low-Impact Development Goal: The transportation system will be designed to support community character and environmental policies.**

Response: All roads within the development are proposed with 52-foot-wide rights-of-way, and alleys are provided to create a pedestrian friendly street frontage along NW Camas Meadows Drive. Multiple pedestrian connections are also provided to connect the development to NW Camas Meadows Drive to create a walkable community.

- **Safety and Traffic Calming Goal: Design and construct safe transportation facilities that meet applicable requirements.**

Response: All roads within the development are designed to City standards and proposed as 52-foot-wide roads with 28-foot paved surfaces and with parking allowed on one side. The intersections with NW Camas Meadows Drive are aligned with existing and proposed driveway locations across the street to provide for safe turning movements. Additionally, vision clearance and sight distances will be maintained. These design elements will help with traffic calming and create a safe transportation facility.

- **Transportation Demand Management Goal: Transportation planning will achieve the efficient use of transportation infrastructure, increase its person carrying capacity, and accommodate and facilitate future growth consistent with land use objectives.**

Response: The development proposes a road layout that will have carrying capacity for the proposed neighborhood. A traffic impact analysis has also been completed for the development to ensure that the transportation infrastructure is capable of carrying the additional traffic volume of the development.

- **Concurrency and Level of Service Goal:** The City will maintain the adopted LOS standards for all arterials, transit routes, and highways.

Response: A traffic study that shows the proposed development meets level of service standards is included with this application.

- **Parks and Recreation Goal:** Preserve and enhance the quality of life in Camas through the provision of parks, recreation programs, recreational facilities, trails, and open spaces.

Response: This goal is met through the existing network of trails and parks on surrounding properties, which this development will contribute to through paying its share of impact fees. The Lacamas Heritage Trail is located ±0.5 miles to the northwest on NE Goodwin Road, and the site is immediately adjacent to the Camas Meadows Golf Course. The site is also ±3 miles from multiple parks located at the south end of Lacamas Lake.

- **General Utility Goal:** Provide utility services to all businesses, residents, and properties in the City limits. In urban areas, eliminate private water and sewer/septic systems, including wells used only for irrigation.

Response: All new lots will be provided with public water and sewer service from existing lines within NW Camas Meadows Drive.

REVISED CODE OF WASHINGTON

Title 58 RCW – Boundaries and Plats

Chapter 58.17 RCW

58.17.110 Approval or disapproval of subdivision and dedication—Factors to be considered—Conditions for approval—Finding—Release from damages.

- (1) The city, town, or county legislative body shall inquire into the public use and interest proposed to be served by the establishment of the subdivision and dedication. It shall determine: (a) If appropriate provisions are made for, but not limited to, the public health, safety, and general welfare, for open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds, and shall consider all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school; and (b) whether the public interest will be served by the subdivision and dedication.

Response: Through compliance with all of the City of Camas regulations relating to the subdivision standards, utility infrastructure, transportation, payment of impact fees, and further implementation of the City's Comprehensive Plan, this project supports the public's health and serves the public interest. Therefore, this application meets the requirements of Revised Code of Washington (RCW) 58.17.110 as demonstrated through this narrative and the accompanying submittal materials.

CITY OF CAMAS CODE

Title 5 – Business Taxes, Licenses and Regulations

5.45 Telecommunications

5.45.365 Location of facilities.

Response: All electric, cable, or telecommunication lines installed with the development will be located underground. These utilities will be located in a public utility easement (PUE) covering the front 6 feet of each lot. This standard is met.

Title 12 – Street, Sidewalks and Public Places

12.24 Street Names

Response: The proposed streets running generally north-south (NW 78th Avenue, NW 77th Avenue and NW 75th Avenue) have been numbered according to where they appear to fit within the grid, based on road numbering within the 2 Creeks development north of the subject site. The proposed street running generally east-west is identified as NW A Drive, and a final name has not been selected for this road. The road will be named prior to final plat. This standard will be met.

Title 14 – Stormwater Provisions

14.02 Stormwater Control

Response: Stormwater runoff generated by the proposed development will be collected on site and conveyed to stormwater vaults for treatment and detention, prior to being released on site at rates permitted by Camas Municipal Code (CMC). The stormwater system is designed per the Stormwater Management Manual for Western Washington. See the Preliminary Stormwater Technical Information Report (TIR) and Proposed Development Plans included with this application for more information. This standard is met.

Title 15 – Buildings and Construction

15.04 Building Code

15.04.030 Amendments to the referenced codes

D. International Fire Code

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

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

Response: There are two existing fire hydrants on NW Camas Meadows Drive that will serve the development. One hydrant is located just to the west of the southwest corner of the site, and the other is located adjacent to proposed Tract C. This application proposes three new fire hydrants, two on the north side of NW A Drive, approximately halfway between NW 75th Avenue and NW 77th Avenue and just east of NW 78th Avenue, and one on the commercial lot. Additionally, all future homes in the development will be provided with fire sprinklers. Emergency access for all lots in the development will be from the existing and proposed public streets. The alleys in Tract A, Tract B, and Tract H are not proposed as an emergency access; however, they are designed with a 26-foot paved surface, with no dead ends exceeding 150 feet, and could be utilized as alternate emergency access if

necessary. Additionally, Tract E, which will provide access to lots 20, 21, and 30, exceeds 150 feet in length will be constructed with a hammerhead turnaround. The project will comply with all other requirements of the International Fire Code adopted and amended by the City of Camas. This standard is met.

Title 16 – Environment

16.07 SEPA Categorical Exemption and Threshold Determinations

16.07.020 Exemption Levels

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

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

Response: The project includes 77 single-family residential lots and a commercial lot with a 6,600 square foot building and associated parking, therefore, the development is not exempt. A SEPA checklist has been prepared and is included in this application. This standard is met.

16.07.040 Environmental Checklist

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

16.31 Archaeological Resource Preservation

16.31.070 Predetermination Report Required

Response: Applied Archaeological Research, Inc. (AAR) completed a predetermination, dated May 11, 2022, which is included in this application package. According to the predetermination, the subject site is within an existing archaeological site; therefore, a formal study of the development site must occur. AAR has completed two studies and submitted the results to the Department of Archaeological and Historic Preservation (DAHP). AAR determined that the site is not of archaeological interest. See the archaeological studies included with this application for more information. This standard is met.

16.31.160 Notification to Tribes.

Response: The application for the archaeological study included notification of the tribes through DAHP. The notice has provided the opportunity to comment on the application. This standard is met.

16.51 General Provisions for Critical Areas

16.51.090 Applicability.

Response: This application is for a Type II Site Plan and Type III Subdivision. Oregon white oaks have been identified on the subject site. No other critical areas were identified. Therefore, the standards of this section apply.

The following proposed activities are subject to the criteria, guidelines, report requirements, conditions, and performance standards in this title:

Response: The project is an application for a 77-lot residential subdivision and a commercial lots with a 6,600 square feet commercial building and associated parking; therefore, it is subject to the criteria, guidelines, report requirements, conditions, and performance standards of this title. This standard is met.

16.51.130 Review Required

- A. Review and evaluate the critical area report;
- B. Determine whether the development proposal conforms to the purposes and performance standards of these provisions;
- C. Assess potential impacts to the critical area and determine if they are necessary and unavoidable; and
- D. Determine if any mitigation proposed by the applicant is sufficient to protect the functions and values of the critical area and public health, safety, and welfare concerns consistent with the goals, purposes, objectives, and requirements of these provisions.

Response: A Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan were completed by AKS Engineering and Forestry, LLC (AKS). The report includes details on the protection and impacts to Oregon white oaks existing on site and mitigation of the impacts. This standard is met.

16.51.160 Mitigation Requirements

Response: The subject site contains seven Oregon white oak trees with greater than 20-inches diameter breast height (DBH) meeting the requirements to be considered a habitat of local importance by the City (CMC 16.61.010.A.3.a.i). The Applicant proposes to remove 5 Oregon white oaks with the development. Due to City requirements for site access, grading, minimum lot dimensions, and circulation, avoiding removal of all Oregon white oaks is not feasible. Mitigation for the removal of Oregon white oak canopy will occur at a ratio 6:1 habitat enhancement ratio. Mitigation will include on-site habitat enhancement and off-site habitat enhancement within an existing open space tract located on the Two Creeks at Camas Meadows site owned by the applicant and located less than one quarter mile from the impact site. The off-site enhancement mitigation area is located along the Lacamas Heritage Trail and is contiguous with an existing large Oregon white oak stand. See the Proposed Development Plans and Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan included with this application for more information. This standard is met.

16.53 Wetlands

Response: According to Clark County Geographic Information Services (GIS), no wetlands are mapped on site. AKS biologists did not identify any wetland on site. No other indicators for wetland presence have been identified on site. These standards do not apply.

16.59 Geologically Hazardous Areas

Response: A Geotechnical Report was completed by GeoPacific Engineering, Inc. (GeoPacific) on December 28, 2021. Site investigation into hazards associated with steep slopes found that the project is feasible with the grades on site. No evidence of unstable soil conditions was found within the development area. Please refer to the Geotechnical Report included with this application. This standard is met.

16.61 Fish and Wildlife Habitat Conservation Areas

16.61.010 Designation of fish and wildlife habitat conservation areas.

A. Fish and wildlife habitat conservation areas include:

3. Habitats of local importance as identified by the city's parks and open space plan as natural open space, or as listed below:

a. Oregon White Oaks.

i. Individual Oregon White Oak trees with a twenty-inch diameter at breast height (twenty inches dbh).

Response: The subject site contains seven Oregon white oaks meeting the requirements to be considered a habitat of local importance by the City. Therefore, Oregon white oak habitat exists on site.

ii. Stands of Oregon White Oak trees greater than one acre, when they are found to be valuable to fish and wildlife (i.e., may include trees with cavities, large diameter breast height (twelve inches dbh), are used by priority species, or have a large canopy.

Response: No stands of Oregon white oak greater than 1 acre are present on site. This standard does not apply.

iii. All Oregon White Oak snags unless determined by an arborist to be a hazard.

Response: No Oregon white oak snags were identified on site. This standard does not apply.

16.61.020 Critical area report—Requirements for habitat conservation areas.

A. Prepared by a Qualified Professional. A critical areas report for a habitat conservation area shall be prepared by a qualified professional who is a biologist with experience preparing reports for the relevant type of habitat.

Response: A Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan were completed by AKS qualified natural resource specialists. This standard is met.

C. Habitat Assessment. A habitat assessment is an investigation of the project area to evaluate the presence or absence of a potential critical fish or wildlife species or habitat. A critical area report for a habitat conservation area shall contain an assessment of habitats, including the following site- and proposal-related information at a minimum:

4. A discussion of measures, including avoidance, minimization, and mitigation, proposed to preserve existing habitats and restore any habitat that was degraded prior to the current proposed land use activity, and to be conducted in accordance with mitigation sequencing (Section 16.51.170); and

Response: Complete avoidance to the individual, locally significant priority oak trees is not feasible. Oak removal is necessary for the construction of public streets and alley alignments and site grading required to meet City of Camas Code. Multiple alternative layouts were considered; with preliminary layouts including the removal of all Oregon white oaks from the site. AKS worked with the Applicant to revise that layout to avoid as many priority oaks as possible. The layout was ultimately modified, including a reduction in lots proposed, moving all stormwater detention underground to reduce grading, inclusion of retaining walls where feasible, and modification to access on the east side of the development to help reducing grading. Unavoidable removal of the Oregon white oaks are necessary due to City of Camas required location of the three access points to the site due to intersection spacing requirements and existing/proposed driveway locations on NW Camas Meadows Drive. Camas code requirements for lot depth, alley width, and intersection spacing, set the location of the east-west road along the northern half of the site. Streets with driveway access are only allowed a maximum 12% grade. This requirement has a ripple affect across the site, requiring some portions of the site to be raised and other portions to be lowered.

16.61.030 Performance standards—General requirements.

A. Mitigation Standards.

Response: The subject site contains seven Oregon white oak trees meeting the City’s standards for a habitat of local importance. The Applicant proposes to remove five habitat of local importance Oregon white oaks. Due to City requirements for site access, grading, minimum lot dimensions, and circulation, avoiding removal of all Oregon white oaks is not feasible. Mitigation for the removal of ±6,521 square feet of Oregon white oak canopy will occur at a ratio 6:1 (per WDFW management recommendations), requiring ±39,126 square feet of total habitat mitigation areas. The site plan will accommodate ±17,958 square feet on site habitat mitigation within Tracts D and F and ±21,168 square feet of off-site located on the 2 Creeks development just north of the subject site. Mitigation will include the removal of invasive species, planting of Oregon white oaks seedlings and 2-inch caliper saplings, and planting a combination of native, fruit-bearing shrubs. See the Proposed Development Plans and Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan included with this application for more information. This standard is met.

Title 17 – Land Development

17.11 Subdivisions

17.11.030 Preliminary subdivision plat approval.

A. Preapplication.

Response: A pre-application conference was held on December 1, 2022. The meeting notes for the pre-application conference were issued on December 16, 2022. This standard is met.

- B. Application.** In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by community development department, for a complete application for preliminary subdivision approval. Items may be waived if, in the judgment of the community development director or designee, the items are not applicable to the particular proposal:
1. Completed general application form as prescribed by the community development director, with the applicable application fees;
 2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
 3. Complete applications for other required land use approvals applicable to the proposal;
 4. A vicinity map showing location of the site;
 5. A survey of existing significant trees as required under CMC Section 18.13.045;
 6. All existing conditions shall be delineated. Site and development plans shall provide the following information:

Response: This application submitted for preliminary site plan, conditional use permit, and subdivision plat approval contains the completed general application form, completed SEPA checklist, a vicinity map on the cover sheet of the Proposed Development Plans, a survey of existing significant trees included in the Proposed Development Plans, and an existing conditions and site development plan are included in the Proposed Development Plans. This standard is met.

- D. Criteria for Preliminary Plat Approval.** The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:
1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;

Response: As stated previously, the proposed development meets all applicable goals of the Camas Comprehensive Plan. The Lacamas Heritage Trail is located ± 0.5 miles to the northwest on NE Goodwin Road, and the site is immediately adjacent to the Camas Meadows Golf Course. The site is also ± 3 miles from multiple parks located at the south end of Lacamas Lake. The development will protect existing trees on site to the greatest extent practicable and provide planting of new trees. The development will provide traffic circulation by constructing new internal roads, alleys, and pedestrian connection to NW Camas Meadows Drive. This standard is met.

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

Response: The proposed development will provide water and sanitary sewer connections for each proposed lot and commercial building. Sanitary sewer will connect to the existing sanitary

sewer force main in NW Camas Meadows Drive through a proposed on-site septic tank effluent pump (STEP) system. All attached homes are proposed to connect to a gravity sewer line to a community STEP tank in Tract F. All detached homes will have individual STEP tanks on the lot. The commercial site will have an individual STEP tank on site. New water mains will connect to the existing main in NW Camas Meadows Drive. Stormwater will be collected on site and conveyed to stormwater vaults for treatment and then conveyed to either underground chambers for storage, prior to being released on site at rates permitted by Camas Municipal Code (CMC). A detailed and site-specific erosion control plan will be provided with final construction plans. This standard is met.

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

Response: The Applicant proposes roads and alleys meeting or exceeding the standards of the City and the Camas Design Standards Manual. Planting strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for utilities, as shown in the plans included with this application. This standard is met.

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

Response: The proposed development will dedicate right-of-way for three new streets with the subject site, and all private alleys will be placed in tracts to allow for shared access. A 6-foot private utility easement (PUE) is provided along the frontage of each proposed lot. See the Proposed Development Plans included with this application for more information. This standard is met.

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

Response: As shown on the plans submitted with this application, all lots are oriented fronting a street or access tract and are shaped appropriately to allow home construction. This standard is met.

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

Response: As shown in the plans and documents submitted with this application, the subdivision complies with all requirements of the CMC and other relevant regulations. This standard is met.

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

Response: The Applicant's Transportation Engineering Consultant, H. Lee & Associates, PLLC, prepared a Transportation Impact Study (TIS). The TIS determined that a subdivision with up to 77-lots (37 detached and 40 attached) and a commercial lot with a 6,600 square foot building would generate 955 average daily trips with 50 a.m. peak-hour trips and 107 p.m. peak-hour trips. The TIS identified 34 p.m. peak hour trip that would pass through

the NE 192nd Avenue/NE 13th Street intersection, five p.m. peak hour trips that would pass through the SE 192nd Avenue/SE 34th Street intersection, and three p.m. peak hour trips that would pass through the SE 192nd Avenue/SR-14 Westbound Ramps, requiring a proportionate share fee to be paid to the City of Vancouver. No additional mitigation measures were recommended. See the TIS included with this application for additional information. This standard is met.

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

Response: The tracts included in the subdivision will be maintained by the homeowners' association. This standard is met.

9. **Appropriate provisions, in accordance with RCW 58.17.110, are made for:**
- a. **The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and**
 - b. **The public use and interest will be served by the platting of such subdivision and dedication;**

Response: As stated previously, the proposed development meets all applicable goals of the Camas Comprehensive Plan. The Lacamas Heritage Trail is located ±0.5 miles to the northwest on NE Goodwin Road, and the site is immediately adjacent to the Camas Meadows Golf Course. The site is also ±3 miles from multiple parks located at the south end of Lacamas Lake. The development will protect existing trees on site to the greatest extent practicable and provide planting of new trees. The development will provide traffic circulation by constructing new internal roads, alleys, and pedestrian connection to NW Camas Meadows Drive. This standard is met.

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

Response: The plans and documents submitted with this application meet the requirements of this section. This standard is met.

17.11.040 **Phasing. The subdivider may develop and record the subdivision in phases. Any phasing proposal shall be submitted for review at preliminary plat. In addition to meeting criteria in CMC Chapter 18.23, approval of the phasing plan shall be based upon making the following findings:**

Response: The proposed development is anticipated to be constructed in three phases, with two phases for the residential lots and a phase for the commercial site. It is anticipated that they will be constructed sequentially as shown on the Preliminary Plans. However, the applicant would like the ability to combine phases or construct phases out of sequence if necessary.

17.19 Design and Improvements Standards

17.19.020 Improvements, supervision, inspections and permit required.

A. Required Improvements.

1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install centralized mail delivery boxes as determined by the U.S. Postal Service, together with all appurtenances in accordance with specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.
2. Other improvements installed at the option of the developer shall conform to city requirements.
3. Existing wells, septic tanks and septic drain fields shall be abandoned, in accordance with state and county guidelines regardless of lots or properties served by such utility unless otherwise approved by public works director.

Response: The site is currently vacant, with fully developed NW Camas Meadows Drive along the site's south frontage. No septic systems or water wells are known to be present on site; however, if any are found during construction, they will be abandoned in accordance with State and County guidelines. The developer will construct four paved streets with curbs, gutters, and sidewalks; two paved alleys; and two paved shared accesses. All required utilities will be provided, including sanitary sewer, water, and other private utilities. See the plans included with this application for more information. This standard is met.

17.19.030 Tract, block and lot standards.

A. Environmental Considerations.

Response: The proposed development contains Oregon white oak habitat, with some being removed with the development. Mitigation for habitat impact will occur on site and at an existing oak mitigation site in the 2 Creeks development to the north of the subject site. Due to requirements for road construction and preparing lots for future home construction, the majority of the vegetation will be removed from the site. This standard is met.

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

Response: The proposed development includes two two-tiered blocks between NW Camas Meadows Drive and NW A Drive. Lots on the north side of NW A Drive back up to the existing Camas Meadows Golf Course, and no additional tiers of lots are able to be provided. This standard is met.

C. Compatibility with Existing Land Use and Plans.

Response: The proposed development is surrounded by Camas Meadows Golf Course to the north, east and west, Camas Meadows Golf Course driving range to the southeast, and a business park to the south. The proposed single-family residential use, with future homes to be both detached and attached, and the commercial use are compatible with the

surrounding golf course use. The existing business park is across NW Camas Meadows Drive from the proposed development, and the lots abutting NW Camas Meadows Drive are proposed as attached townhome lots and the commercial lot, acting as a transition from the business park to the detached lots. Additionally, the residential use is compatible with the business park in the fact that it provides a housing option for workers that would allow for the use of alternative modes of transportation other than a car. The proposed streets and alleys meet or exceed the requirements of existing adopted plans and other adopted City regulations. This standard is met.

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

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

Response: Proposed Lots 1 through 19 and Lots 57 through 77 have frontage on NW Camas Meadows Drive and will be rear loaded through proposed alleys that will provide access to the surrounding public streets. Lots 20, 21, and 30 are standard lots and will gain access through a proposed private street. Lots 22 through 29 and 49 through 56 have frontage on NW A Drive and will be rear loaded through proposed alleys that will provide access to the surrounding public streets. Lots 31 through 48 are standard lots with access from NW A Drive. The proposed commercial building has frontage on NW Camas Meadows Drive and will gain access from NW A Drive. This standard is met.

2. Side Lot Lines.

Response: Side lot lines generally are perpendicular to the street or radial to the curve on which the lot fronts. This standard is met.

3. Building Envelopes.

Response: Building envelopes, in the form of setbacks, are shown on the Proposed Development Plans. As the site is zoned MX, no specific requirements are called out for residential lot sizes. The development proposes a mix of housing options, including attached townhomes, narrower detached home, and more standard detached homes. Therefore, a 40-foot by 40-foot or 20-foot by 40-foot specific building envelope is not shown. This standard is met.

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

Response: The proposed development does not include flag lots. This standard does not apply.

6. Double Frontage Lots.

Response: No double frontage lots are proposed. This standard does not apply.

E. Tracts and Trails.

Response: The subject site is not located in the area of an officially designated trail. A trail is proposed in Tract I between Lots 68 and 69 to provide additional pedestrian connection of the development to NW Camas Meadows Drive. Tract J is proposed as an access tract

with small open spaces. Tract C is proposed as common parking area for the development and Tract G is a mixture of open space and common parking area. Ownership and responsibility for maintenance of tracts within the proposed development will belong to the homeowners' association and will be included in writing. This standard is met.

F. Landscaping.

Response: Each detached dwelling unit will include at least one tree in the planting strip of the right-of-way adjacent to the lot, and street trees will be provided in the existing landscape strip along NW Camas Meadows Drive. Street trees will be installed within the designated time frame. Landscaping will conform to the Camas Design Standards Manual and will not obstruct any vision clearance areas. See the Preliminary Plan included with this application for more information. This standard is met.

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

Response: A PUE will be provided along the front and street side property lines and will be a minimum of 6 feet in width. This standard is met.

I. Street Signs. The developer shall be responsible for the initial cost of any street name or number signs, or street markings, including installation thereof, that public works finds necessary for the development.

Response: The developer will provide for the initial cost of street name or number signs, street markings, and installation of those signs as public works finds necessary. This standard will be met.

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

Response: The proposed development includes street lighting and parking lot lighting in conformance with City of Camas and Clark Public Utility standards. The developer will provide for the cost of the design and installation of the lighting system. See the Proposed Development Plans included in this application for more information. This standard is met.

K. All residential streets shall conform to the guidelines and standards of the city neighborhood traffic management plan.

Response: The proposed development includes new residential streets, which will conform to the guidelines and standards of the Neighborhood Traffic Management Plan. See the Proposed Development Plans included with this application for more information. This standard is met.

17.19.040 Infrastructure standards.

A. Private Street. Private street(s) may be authorized when all of the following occur:

- 1. Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;**

Response: The Applicant proposes two alleys and one private access/emergency access. The proposed development provides circulation to NW Camas Meadows Drive. Properties to the north, east, and west are developed as Camas Meadows Golf Course, and circulation is not required. Therefore, the proposed alleys and private access will not affect future circulation in the neighborhood. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: The proposed alleys and private access are all in proposed private tracts. These tracts will be owned and maintained by the future homeowners' association. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: The proposed private streets (Tracts E and J) provide access to three lots each. Garbage and recycling for the proposed lots accessing from the private access will be placed at the frontage of Tract D on NW A Drive at the end of Tract E and at the frontage of Tract J on NW 78th Avenue, adjacent to the public right-of-way. The proposed alleys will have a 26-foot paved surface with no parking allowed on either side to provide rear-loaded access to the proposed abutting lots, which also have frontage on public rights-of-way. The proposed 26-foot paved surface with no parking on either side will prove adequate for garbage and recycling collection. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: Tracts E and J are private accesses that only connect to NW A Drive. Tract B, a proposed alley, connects to NW 75th Avenue and NW 77th Avenue. Tract A and Tract H for a single proposed alley connect to NW 77th Avenue and NW 78th Avenue. See the Proposed Development Plans included in this application for more information. This standard is met.

5. Conform to the Camas Design Standard Manual;

Response: Private access serving four or less lots are required to be built to the Private Street A standards with a minimum 12-foot paved surface in a 20-foot tract with no parking on both sides. A sidewalk is option for these accesses. The private access (Tract E) serving Lots 20, 21, and 30 and the access serving Lots 75 through 55 (Tract J) are proposed with a 20-foot paved surface within tracts of varying width a minimum of 20 feet wide, which exceeds the requirements of the Private Street A section. Alleys are required to have an 18-foot paved surface in a 20-foot tract. The alleys for the development are proposed with a 26-foot paved surface within a 26-foot tract, exceeding the requirements of the Alley section. See the Proposed Development Plans included in this application for more information. This standard is met.

6. Alleys shall be privately owned and maintained;

Response: The proposed alleys and private access are all in proposed private tracts. These tracts will be owned and maintained by the future homeowners' association. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: Garbage and recycling for the proposed lots accessing from the private access will be placed at the lot frontage on NW 75th Avenue of at the end of Tract E, adjacent to the public right-of-way. The proposed alleys will have a 26-foot paved surface with no parking allowed on either side to provide rear-loaded access to the proposed abutting lots, which also have frontage on public rights-of-way. The proposed 26-foot paved surface with no parking on either side will be adequate for garbage and recycling collection.

Emergency vehicle access is proposed from public rights-of-way and Tract E. The private access will have a 20-foot paved surface with a hammerhead turnaround at the end. In addition, the proposed alleys will have a 26-foot paved surface, which will provide a secondary access for those homes with access to the alleys. See the Proposed Development Plans included with this application for more information. This standard is met.

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

Response: Provisions will be made for parking enforcement and will be recorded within a private covenant. This standard will be met.

B. Streets.

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

Response: The subject site has frontage along NW Camas Meadows Drive, which is identified as a three-lane arterial (per 2016 City of Camas Transportation Comprehensive Plan) and is fully developed with two travel lanes and a left turn lane within a ±38-foot paved width and 30-foot half-width right-of-way. The existing site frontage also contains a 5-foot planter strip and 10-foot detached sidewalk. No additional frontage improvements are proposed; however, a 2-inch grind and overlay for the half-width of NW Camas Meadows Drive will be provided as required in the pre-application notes, and all portions of the existing sidewalk not meeting current ADA standards will be repaired to current standards. See the Proposed Development Plans included with this application for more information. This standard is met.

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

Response: No streets are proposed abutting the perimeter of the development. This standard does not apply.

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

Response: A delay of frontage improvements is not requested. This standard does not apply.

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

Response: A delay of frontage improvements is not requested. This standard does not apply.

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.

Response: NW Camas Meadows Drive is fully developed, and per the pre-application report, no additional right-of-way will be required. This standard is met.

6. Extension. Proposed street systems shall extend existing streets at the same or greater width unless otherwise approved by the public works department and authorized by city council in approval of the plat.
 - a. Streets and pedestrian/bicycle paths shall be extended to the boundaries of the plat to ensure access to neighboring properties, unless the presence of critical areas or existing development render such extension infeasible. The design shall contribute to an integrated system of vehicular and pedestrian circulation.
 - b. Grading of steep topography may be necessary to achieve this objective.

Response: Properties to the north, east and west are fully developed as Camas Meadows Golf Course, and future circulation to these parcels is not required. See the Proposed Development Plans included in this application for more information. This standard is met.

7. Names. All street names, street numbers, and building numbers shall be assigned in accordance with CMC 12.24

Response: Please see the response to CMC 12.24 previously in this narrative for street naming and numbering. This standard is met.

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

Response: As previously discussed, NW Camas Meadows Drive along the site's south frontage is fully developed with 60 feet of right-of-way, and additional right-of-way dedication will not be required.

NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive are proposed as 2-lane local/sprinklered streets with 52 feet of right-of-way, 7-foot planter strips, 5-foot detached sidewalks, and 28 feet of pavement, with parking allowed on one side of the street.

The private accesses in Tracts E and J serve three lots each and are required to meet the Private Street A standards. The private accesses are proposed with a 20-foot paved surface within a minimum 20-foot tract, which exceeds the requirements of the Private Street A section.

The proposed alleys are required to have an 18-foot paved surface in a 20-foot tract. The alleys for the development are proposed with a 26-foot paved surface within a 26-foot tract, exceeding the requirements of the City of Camas Alley section. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: All proposed intersections are at, or as near as possible to right angles, and do not exceed 15 degrees. The intersections of NW 75th Avenue, NW 77th Avenue, and NW 78th Avenue and NW Camas Meadows Drive are aligned with existing or future driveways on the opposite side of NW Camas Meadows Drive, as required by the City. All right-of-way at intersections are provided with a radius greater than 12 feet. See the Proposed Development Plans included in this application for more information. This standard is met.

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

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

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

- ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
- iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);
- iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
- v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: Proposed circulation is shown on the Proposed Development Plans included with the application. This standard is met.

- b. Cross-circulation shall be provided that meets the following:
 - i. Block lengths shall not exceed the maximum access spacing for the roadway class per the city's design standards manual.

Response: The greatest block length proposed with the development is ± 560 feet, less than the required maximum access spacing for local roads. See the Proposed Development Plans included in this application for more information. This standard is met.

- ii. Cul-de-sacs and permanent dead-end streets over three hundred 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.

Response: The Applicant proposes to terminate NW A Drive just east of NW 75th Avenue with Tract E providing access to three lots on a dead end. From the centerline of NW 75th Avenue to the termination of Tract E is ± 270 feet. Therefore, a pedestrian connection is not required. See the Proposed Development Plans included in this application for more information. This standard is met.

- iii. The city engineer may recommend approval of a deviation to the design standards of this section based on findings that the deviation is the minimum necessary to address the constraint and the application of the standard if impracticable due to topography, environmental sensitive lands, or existing adjacent development patterns.

Response: A deviation to the design standards is not requested. This standard does not apply.

- c. While it is important to minimize the impact to the topography from creating an integrated road system, improved site development and circulation solutions shall not be sacrificed to minimize the amount of cut and fill requirements of the proposal.

Response: Full circulation is provided through the development with connections made where required. Circulation solutions have not been sacrificed to minimize the amount of cut and fill. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: The subject site contains seven Oregon white oak trees meeting the City's standards for a habitat of local importance. The Applicant proposes to remove five habitat of local importance Oregon white oaks. Due to City requirements for site access, grading, minimum lot dimensions, and circulation, avoiding removal of all Oregon white oaks is not feasible. Mitigation for the removal of ±6,521 square feet of Oregon white oak canopy will occur at a ratio 6:1 (per WDFW management recommendations), requiring ±39,126 square feet of total habitat mitigation areas. The site plan will accommodate ±17,958 square feet on site habitat mitigation within Tracts D and F and ±21,168 square feet of off-site located on the 2 Creeks development just north of the subject site. Mitigation will include the removal of invasive species, planting of Oregon white oaks seedlings and 2-inch caliper saplings, and planting a combination of native, fruit-bearing shrubs. See the Proposed Development Plans and Critical Areas Assessment and Preliminary Oregon White Oak Mitigation Plan included with this application for more information. This standard is met.

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

Response: The proposed development's average residential lot size is 4,714 square feet. Therefore, additional off-street parking is required. The proposed application includes 77 residential lots; therefore, 15 off-street parking spaces are required. The Applicant is proposing two common parking areas, in Tracts C and G, with a total of 15 parking stalls. See the Proposed Development Plans included in this application for more information. This standard is met.

- f. When, on the basis of topography, projected traffic usage or other relevant facts, it is unfeasible to comply with the foregoing right-of-way, tract and street width standards, the approval authority, upon recommendation from the city engineer, may permit a deviation from the standards of Table 17.19.040-1 and Table 17.19.040-2.

Response: All proposed public street, private access, and private alleys meet or exceed the standard requirements. No deviation is requested. This standard does not apply.

- g. The city engineer or designee may determine a wider width is necessary due to site circumstances, including but not limited to topography, traffic volume, street patterns, on-street parking, lot patterns, land use and bike and transit facilities that justify an increase in width.

Response: As discussed throughout this narrative, all proposed public streets, private accesses, and private alleys meet or exceed the standard requirements. See the Proposed Development Plans included in this application for more information. This standard is met.

- h. When existing streets adjacent to or within land to be developed are of inadequate width, additional right-of-way shall be provided at the time of land development.

Response: As previously discussed, NW Camas Meadows Drive along the site's south frontage is fully developed with 60 feet of right-of-way, and additional right-of-way dedication will not be required. See the Proposed Development Plans included in this application for more information. This standard is met.

11. Access Management.

- a. Access to all marginal access streets shall be restricted so as to minimize congestion and interference with the traffic carrying capacity of such street, and to provide separation of through and local traffic in accordance with CMC 17.19.030.D.6. The restrictions imposed shall be in accordance with the Camas Design Standards Manual.
- b. The city engineer may grant exceptions to the access restriction policies and standards when no other feasible access alternative exists.

Response: Access to the development is provided from NW Camas Meadows Drive with proposed NW 75th Avenue, NW 77th Avenue, and NW 78th Avenue. The access points for these roads are located across from existing or proposed driveways on the opposite side of NW Camas Meadows Drive, as required by the City. See the Proposed Development Plans included in this application for more information. This standard is met.

C. Utilities.

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

Response: Sanitary sewer will be provided to each proposed lot. Sanitary sewer will connect to the existing sanitary sewer force main in NW Camas Meadows Drive through proposed on-site STEP systems. All attached homes are proposed to connect to a gravity sewer line to a community STEP tank in Tract F. All detached homes will have individual STEP tanks on the lot. The commercial site will have an individual STEP tank on site. See the Proposed Development Plans included in this application for more information. This standard is met.

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

Response: Stormwater runoff generated by the proposed development will be collected on site and conveyed to stormwater vaults for treatment and then conveyed to either underground chambers or a stormwater detention pond for storage, prior to being released on site at rates permitted by Camas Municipal Code (CMC). The stormwater system is designed per the Stormwater Management Manual for Western Washington. See the Preliminary Stormwater Technical Information Report (TIR) and Proposed Development Plans included with this application for more information. This standard is met.

4. **Water System.**

Response: Proposed water mains will connect to the existing main in NW Camas Meadows Drive. The proposed water mains will loop through the site, and an extension will be provided to the west boundary in NW A Drive. Water service to each lot will be from the proposed water mains within the development. See the Proposed Development Plans included in this application for more information. This standard is met.

17.21.030 **Land Disturbing Activities – Erosion Prevention / Sediment Control**

Response: A detailed and site-specific erosion control plan will be provided with final construction plans for sediment and pollution control. This standard will be met.

Title 18 Zoning

18.07 **Use Authorization**

18.07.030 **Table 1—Commercial and industrial land uses.**

Response: The proposed development is for 77 single-family residential lots, including 37 detached lots and 40 attached townhome lots, and a commercial lot with a 6,600 square-foot commercial building and associated parking in the MX zoning district. The proposed commercial building will be used as a restaurant, perhaps with a small brewery. Per Table 1, brew pubs and single-family dwellings are permitted in the MX zoning district. However, the attached single-family lots are identified in CMC 18.03.040 as row houses, which are conditionally permitted in the MX zoning district. Although brew pubs (defined in CMC 18.03.030 to include an associated “restaurant or café”) are a permitted outright use, restaurants that are not associated with breweries require conditional use in the MX zone. For flexibility to pursue a restaurant either with or without an associated brewery, the application seeks conditional use review for a restaurant, in addition to the conditional use review for the rowhouses. These two uses will be reviewed as part of the Type III application. This standard is met.

18.09 Density and Dimensions

18.09.030 Density and Dimensions – Commercial and Industrial Zones

18.09.030 Table 1: Density and Dimensions for Commercial and Industrial Zone	
	MX
Bulk Regulations	
Maximum density (dwelling units/net acre)	24
Minimum lot area (square feet)	1,800
Minimum lot width (feet)	None
Minimum lot depth (feet)	None
Setbacks	
Minimum Front Yard (feet)	Note 3
Minimum Side Yard (feet)	10'
Minimum Rear Yard (feet)	25'
Lot Coverage	
Lot Coverage (percentage)	1 story (60%) / 2 Stories or more (50%)
Building Height	
Maximum building height (feet)	None

Table Notes:

3. Maximum setback at front building line is ten feet.

Response:

The subject site is in the MX zoning district and is required to meet the dimensional and setback standards of this zoning district. The site has a gross area of 13.81 acres, with 1.14 acres proposed as open space and mitigation area. The maximum density allowed for the site is 304 units at 24 units per acre over 12.67 net acres. The Applicant is proposing 77 residential lots. The proposed minimum lot area is 2,000 square feet with a minimum lot width of 20 feet and minimum depth of 89.89 feet; however, most of the lots are 100 feet deep. The proposed attached townhome lots are proposed to have a 0-foot side setback where the buildings are attached. Additionally, all lots with alley access propose an 18-foot rear yard setback to allowed for rear-loaded garages. The setbacks can be approved through the conditional use review. All garages that are facing public right-of-way will be set back a minimum of 18 feet to allow for vehicle parking on each proposed lot. All other setbacks will be met. The proposed commercial lot meets all dimensional standards and is sized to allow for construction of a 6,600 square foot building with associated parking. See the Proposed Development Plans included in this application for more information. This standard is met.

18.09.080 Lot Sizes

- A. In planned residential developments with sensitive lands and the required recreational open space set aside, a twenty per-cent density bonus on a unit count basis is permitted. Density may be transferred for sensitive areas but the total lot count shall never exceed the number of lots established in the density standards established in CMC Section 18.23.040 "Density Standards."

- 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. In applying this section, where a land division is required to increase the size of lots, the land division may utilize the density transfer provisions provided for in CMC Section 18.09.060.

Response: The subject site is not a planned residential development or adjacent to other residential zoning districts. This section does not apply.

18.11 Parking

18.11.020 Design.

The design of off-street parking shall be as follows:

- A. Ingress and Egress. The location of all points of ingress and egress to parking areas shall be subject to the review and approval of the city.

Response: Ingress to the proposed commercial parking area is proposed at the end of NW A Dive. It is understood that this will be reviewed by the City. See the Proposed Development Plans included with this application for more information. This standard is met.

- B. Backout Prohibited. In all commercial and industrial developments and in all residential buildings containing five or more dwelling units, parking areas shall be so arranged as to make it unnecessary for a vehicle to back out into any street or public right-of-way.

Response: The proposed parking lot is designed to that vehicles will not be required to back into the street or any public right-of-way. See the Proposed Development Plans included with this application for more information. This standard is met.

- C. Parking Spaces—Access and Dimensions. Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.

1. Off-street parking space dimensions shall be as follows or as otherwise approved by the director:
 - a. Standard spaces shall be a minimum of nine feet in width;
 - b. Standard spaces shall be a minimum of eighteen feet in length.
2. Aisle width dimensions shall be as follows or as otherwise approved by the director:
 - a. One-way aisle width shall be fifteen feet;
 - b. Two-way aisle width shall be twenty-four feet.

Response: All proposed parking spaces are 9 feet wide and 18 feet deep. All aisles are proposed to be two-way and 24 feet wide. See the Proposed Development Plans included with this application for more information. This standard is met.

- C. Small Car Parking Spaces. A maximum of thirty percent of the total required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "compacts only." Spaces

designed for small cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

Response: No small car parking spaces are proposed. See the Proposed Development Plans included with this application for more information. This standard does not apply.

18.11.030 Location.

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

- A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.
- C. For hospital, sanitarium, home for the aged, or building containing a club: three hundred feet.
- D. For uses other than those specified above: four hundred feet.

Response: All required parking for the residential lots are located on the same lot as the residence. All parking spaces for the commercial building are located on the same lot as the building and within 400 feet. It should be noted that some parking is proposed to extend into the rear building setback. As defined in 18.03.040, setbacks are directed to Yard, and the rear yard setback is the open space measured at a right angle from the rear lot line to the nearest point of the main building. Yards are required to be unobstructed from the ground to the sky, but there is no limitation on the type of ground surface allowed in "yards." Therefore, the parking should be allowed in the rear yard to the same extent that parking is allowed in the front yard. Screening is proposed along the parking area in the setback and there are existing trees along the site boundary on the neighboring parcel that will provide additional screening. See the Proposed Development Plans included with this application for more information. This standard is met.

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

Response: The Applicant is proposing 77 single-family residential units. Off-street parking will be provided for each lot and will consist of a garage and driveway. Additional off-street parking will be provided in two common parking areas that will serve the residential portion of the development. This standard is met.

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

Response: For the residential portion of the development, two off-street parking spaces are required for each single-family dwelling unit. Each detached single-family lot will provide a minimum of four off-street parking spaces, with two garage spaces and two driveway spaces. Each attached single-family lot will provide a minimum of two off-street parking

spaces through a combination of driveway and garage space. Additionally, 15 off-street parking spaces are provided in a common parking area to meet the requirements of CMC 17.19.040.B.10.e, and on-street parking is allowed on one side of NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive.

The applicant is proposing a restaurant/brewer use in the commercial building, totaling 6,600 square feet. Per Table 18.11-1, restaurant uses require 1 space per 100 square feet. Therefore, 66 parking stalls are required on the commercial lot. The applicant is proposing 66 stalls on the commercial lot. See the Proposed Development Plans included in this application for more information. This standard is met.

18.13 Landscaping

18.13.020 Scope

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

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

Response: This application is for a 77-lot subdivision and a commercial lot with a 6,600 square foot commercial building and does not meet any of the exemptions listed in Section 18.13.025 of the CMC. This chapter applies.

18.13.040 Procedure for Landscape, Tree and Vegetation Plan

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

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

Response: A tree survey was completed by AKS and is included in the Preliminary Tree Report, and a detailed Landscape Plan and Tree Plan are included with this application. See the Preliminary Tree Report and Proposed Development Plans included in this application for more information. This standard is met.

18.13.045 Tree Survey

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

Response: A tree survey (included in the Preliminary Tree Report) has been prepared by a certified arborist with AKS and is included with this application. This standard is met.

B. A tree survey must contain the following:

1. Inventory

a. Map of the site, with tree locations numbered

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

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

Response: A tree inventory showing significant trees with location numbers has been completed by AKS as part of the tree survey. Trees that will be protected and impacted with the project are identified on the Proposed Development Plans and in the Tree Report. See the Proposed Development Plans and Tree Report included with this application for more information. This standard is met.

2. Assessment
 - a. Size. Measure and provide the diameter at breast height (DBH).
 - b. Tree protection zone. (Refer to CMC 18.03.050 Environmental Definitions)
 - c. Tree health. An overall assessment of the trees structural stability and failure potential based on specific structural features (e.g. decay, conks, co-dominate trunks, abnormal lean) and rated as good, fair or poor.
 - d. Recommendation for preservation or removal. The recommendation will consider proposed grading, trenching, paving, fencing and other construction plans.
 - e. If hazardous, then an evaluation of hazardous trees will include a numerical value of hazard based on the following: failure potential; size of part most likely to fail; and distance to target (e.g. new residence).

Response: AKS completed a tree survey, which is included in this application and contains all information required in this section. See the Proposed Development Plans and Preliminary Tree Report included with this application for more information. This standard is met.

18.13.050 Standards for Landscape, Tree and Vegetation Plans

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

Response: The Applicant is proposing to provide street trees along NW Camas Meadows Drive, NW 75th Avenue, NW 77th Avenue, and NW A Drive. Additionally, the Applicant is proposing landscaping in Tracts C, G, I, and J, landscaping and oak mitigation is Tract F, oak mitigation is Tract D, and landscaping on the commercial lot. Landscaping will also be provided on the individual lots by the future homeowners. See the Proposed Development Plans included with this application for more information. This standard is met.

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

3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.

Response: Plants proposed in the Landscape Plan are either native or adapted to the northwest climate, and a majority are evergreen. All plant materials will meet the requirements of this section. See the Landscape Plan included with this application for more information. This standard is met.

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

Response: The Applicant is proposing to provide street trees along NW Camas Meadows Drive, NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive. See the Proposed Development Plans included with this application for more information. This standard is met.

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

Response: No proposed vegetation are invasive species. See the Landscape Plan included with this application for more information. This standard is met.

- F. Shrubs shall be a minimum of five-gallon pot size. Upright shrubs shall have a minimum height at planting of eighteen inches. Spreading shrubs at planting shall have a minimum width of eighteen inches (smaller shrub sizes may be approved where it is more appropriate within a particular landscape plan).

Response: All proposed plant materials and proposed planting sizes are shown on the Landscape Plan. Planting size is selected to provide the best opportunity for plant survival and integration into the overall landscape plans. See the Landscape Plan included with this application for more information. This standard is met.

- G. Ground Cover, defined as living material and not including bark chips or other mulch, shall be from containers of one gallon or larger. Plants shall be planted and spaced in a triangular pattern which will result in eighty percent cover in three years. Lawn cannot be the primary ground cover within required landscape buffers unless approved for stormwater conveyance. Grass species, if used as ground cover, shall be native or drought-tolerant, and appropriate for the use of the area.

Response: All proposed plant materials and proposed planting sizes are shown on the Landscape Plan. Planting size is selected to provide the best opportunity for plant survival and integration into the overall landscape plans. Proposed lawn is not located within any required buffer. See the Landscape Plan included with this application for more information. This standard is met.

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

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

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

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

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

Response: No existing trees will be used as street trees. This standard does not apply.

- K. Vision clearance hazards shall be prohibited.

Response: No vision clearance hazards will be created with the proposed landscape. See the Landscape Plan included with this application for more detail. This standard is met.

- L. Street trees and other required landscaping which dies or is removed, must be replaced within one year of death or removal. Replacement street trees may be an alternative species from the city's recommended tree list, and may be in a different location as approved by the city.

Response: All required plant material that dies or is removed will be replaced per this section. This standard will be met.

18.13.051 Minimum Tree Density Requirement

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

18.13.051 Table 1: Required Tree Density		
Proposed Activity	Required Minimum Tree Density per Net Acre	Required Tree Replacement
New Development	20 Tree Units	20 Tree Units per acre
Residential	20 Tree Units	20 Tree Units per acre
Developed commercial and industrial properties	20 Tree Units	3 Tree Units for every 1 tree unit removed up to the minimum tree density per acre

- B. **Tree Density Calculation.** Specific instructions on how to perform tree density calculations are provided in the Design Standards Manual. "Tree Unit" is a unit of measurement based upon the size of the diameter of the tree measured at the breast height ("dbh"). New trees are given a value of one (1) Tree Unit, as they must be a minimum of 2" dbh when planted. Tree Unit values are summarized in the following Table:

Diameter at Breast Height (DBH)	Tree Units	Diameter at Breast Height (DBH)	Tree Units
1" to 5"	1	31" to 32"	12
6" to 12"	2	33" to 34"	13
13" to 14"	3	35" to 36"	14
15" to 16"	4	37" to 38"	15
17" to 18"	5	39" to 40"	16
19" to 20"	6	41" to 42"	17
21" to 22"	7	43" to 44"	18
23" to 24"	8	45" to 46"	19
25" to 26"	9	47" to 48"	20
27" to 28"	10	49" to 50"	21
29" to 30"	11	For larger trees, allow a ½ tree unit for every additional inch of dbh.	

Response: The subject site has a total area of ±13.81 acres. The application is for 77 single-family residential lots and a commercial lot with a 6,600 square-foot building and associated parking, therefore, the applicant is required to provide 20 tree units per acre, for a total of 276 tree units (13.81 x 20). There are 15 trees proposed for retention on site, for a total of 149.5 tree units, as well as 140 proposed street trees and 19 proposed site trees, for a total of 308.5 tree units. See the Preliminary Tree Report and Proposed Development Plans included with this application for more detail. This standard is met.

18.13.052 Tree and Native Vegetation Preservation

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

Response: The trees proposed for retention are located along the northern site boundary, adjacent to other existing trees and vegetation located off site, and within Tract D. The trees in these areas are mature trees with a mix of understory vegetation. See the Preliminary Tree Report and Proposed Development Plans included with this application for more detail. This standard is met.

- B. In designing a development project and in meeting the required tree density, the applicant must provide a Landscape, Tree and Vegetation plan that retains healthy, wind firm trees in the following priority:
1. Trees located within critical area buffers. Trees must be identified within a protected tract.
 2. Significant wildlife habitat, or areas adjacent and buffering habitat.
 3. Significant trees that are greater than 36 inch dbh.
 4. Groves of trees, or other individual healthy trees with the intent to retain must be located in separate tract if part of a land division, or other protective mechanism if other development type,
 5. Trees, that if removed would cause trees on adjacent properties to become hazardous.

Response: The Applicant proposes the retention of as many trees as is practicable for the development. Required site grading makes tree retention difficult; however, tree retention was considered following the priorities above. See the Preliminary Tree Report and Proposed Development Plans included with this application for more detail. This standard is met.

C Mitigation and Replacement. In areas where there are currently inadequate numbers of existing trees to meet minimum tree density, where the trees are inappropriate for preservation, the soils are poor, or there are significant invasive species, then mitigation shall be required to meet the minimum tree density. The applicant's proposed location for replacement trees or mitigation shall be subject to the city's approval of the Landscape Plan. Replacement trees shall be planted in the following priority:

Response: Some existing trees will be preserved on site; however, it will not be enough to meet tree density requirements. The Applicant will be installing additional trees in open spaces and planting street trees. See the Preliminary Tree Report and Proposed Development Plans included with this application for more information. This standard is met.

18.13.055 Landscape Buffering Standards

A Landscape buffers shall be in compliance with the below referenced table:

Response: The proposed development for the project includes 77 single-family residential lots and a commercial lot with a 6,600 square feet building and associated parking. Based on 18.13.055 Table 1 – Landscape Buffers, a 10' L3 buffer is required between the commercial lot and the abutting residential lots and a 10' L2 buffer is required where the commercial lot is across the street from the light industrial uses. The golf course is a recreational use not listed in the table, however, the proposed residential and restaurant/brewery use are compatible with the golf course, therefore no buffer is proposed. This standard is met.

18.13.060 Parking areas.

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

Response: The proposed parking area is provided with perimeter landscaping. See the Landscape Plans included with this application for more information. This standard is met.

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

Response: Interior landscaping is provided in multiple landscape island with includes trees and shrubs. See the Landscape Plans included with this application for more information. This standard is met.

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

Response: The proposed parking lot for the commercial lot has 66 spaces, requiring 11 trees. Between the interior and perimeter landscaping, 22 trees are proposed. See the Landscape Plans included with this application for more information. This standard is met.

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

Response: A central planter median and planter islands are proposed within the parking lot on the commercial lot, along with perimeter landscape areas. See the Landscape Plans included with this application for more information. This standard is met.

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

Response: All tree planting areas are a minimum of 8 feet wide and contain a minimum of 500 cubic feet of soil. See the Landscape Plans included with this application for more information. This standard is met.

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

Response: Curbs are proposed and shrubs and trees are setback in the planting areas to provide a stop for cars and space for vehicles to overhang without damaging the plant material. See the Landscape Plans included with this application for more information. This standard is met.

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

Response: Generally, curbed planting areas are provided to protect parked vehicles, with the exception of a striped pedestrian path connecting the south portion of the parking to the building. See the Landscape Plans included with this application for more information. This standard is met.

- H. No more than fifteen parking spaces shall be located in a row without a landscaped divider strip (See Figure 18.13.060-1).

Response: No more than 15 parking stalls are located in a single row. See the Landscape Plans included with this application for more information. This standard is met.

18.15 Signs

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

18.17 Supplemental Development Standards

18.17.030 Corner Lot Vision Clearance Area

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

18.17.050 Fences and Walls

Response: Six-foot tall fences are proposed where the commercial lot abuts the residential lots as part of the required L3 buffer. All future fences for the residential lots will not exceed 6 feet in height. Therefore, permits will not be required for fences.

Currently, two retaining walls are proposed for the stormwater facility, these walls do not exceed 6 feet. Given the existing topography of the site, there is a potential for additional retaining walls to be constructed. The locations of potential walls for residential lots are unknown at this time. Any walls to be constructed will be included on the final engineering plans; however, it is not anticipated that any walls will be over 6 feet in height. All appropriate permits will be obtained for any proposed walls. This standard will be met.

18.17.060 Retaining Walls

Response: Currently, two retaining walls are proposed for the stormwater facility, these walls do not exceed 6 feet. Given the existing topography of the site, there is a potential for additional retaining walls to be constructed. The locations of potential walls for residential lots are unknown at this time. Any walls to be constructed will be included on the final engineering plans; however, it is not anticipated that any walls will be over 6 feet in height. All appropriate permits will be obtained for any proposed walls. This standard will be met.

18.18 Site Plan Review

18.18.020 Applicability.

- A. Site plan review and approval shall be required for the following development activities prior to issuance of a building permit:
1. All new nonresidential uses for the location of any building(s);
 2. Any multifamily development in which more than two dwelling units would be contained;
 3. The expansion of any building or development as defined in CMC Section 18.18.020(A) exceeding twenty percent of the existing floor or site area, or any one thousand square foot addition, or increase in impervious coverage thereto, whichever is lesser.

Response: The proposed application is for development in the MX zoning district. According to CMC 18.24.020, all development within the MX zoning district are required to submit for site plan review. This application has been submitted for a Type II Site Plan Review and Type III Subdivision and Conditional Use Review. This standard is met.

18.18.040 Submittal and contents of a complete application.

In addition to the submittal requirements under CMC Chapter 18.55 Administration and Procedures, each application for site plan review shall contain the following information. Items may be waived if, in the judgment of the community development department, the items are not applicable to the particular proposal.

- A. A written description addressing the scope of the project, the nature and size in gross floor area of each use, and the total amount of square feet to be covered by impervious surfaces;
- B. A vicinity map showing site boundaries, and existing roads and accesses within and bounding the site;
- C. A topographic map based upon a site survey delineating contours, existing and proposed, at no less than five-foot intervals, and which locates existing streams, marshes, and other natural features;
- D. Site plans drawn to a scale no smaller than one inch equals fifty feet showing location and size of uses, buffer areas, proposed areas of disturbance or

construction outside of the building footprint, yards, open spaces and landscaped areas, and any existing structures, easements and utilities;

- E. A circulation plan drawn to a scale acceptable to the community development director illustrating all access points for the site, the size and location of all driveways, streets, and roads, with proposed width and outside turning radius, the location, size, and design of parking and loading areas, and existing and proposed pedestrian circulation system. If a project would generate more than one hundred average daily trips either based on the latest edition of the International Transportation Engineer's (ITE) Trip Generation Manual or evidence substantiated by a professional engineer licensed in the state of Washington with expertise in traffic engineering, a traffic impact study shall be submitted;
- F. A preliminary stormwater technical information report (TIR) supporting the preliminary stormwater drainage and runoff plan. The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW).
- G. A utility plan;
- H. A plot plan of all proposed landscaping including the treatment and materials used for open spaces, and the types of plants and screening to be used;
- I. Typical building elevation and architectural style; and

Response: This application submitted for preliminary site plan and subdivision plat approval contains the completed general application form, completed SEPA checklist, a preliminary stormwater technical information report (TIR), a vicinity map on the cover sheet of the Proposed Development Plans, a survey of existing significant trees included in the Proposed Development Plans, an existing conditions and site development plan included in the Proposed Development Plans, and typical conceptual building elevations. This standard is met.

18.18.060 Criteria for approval.

The city shall consider approval of the site plans with specific attention to the following:

- A. Compatibility with the city's comprehensive plan;

Response: As stated previously, the proposed development meets all applicable goals of the Camas Comprehensive Plan. The Lacamas Heritage Trail is located ± 0.5 miles to the northwest on NE Goodwin Road, and the site is immediately adjacent to the Camas Meadows Golf Course. The site is also ± 3 miles from multiple parks located at the south end of Lacamas Lake. The development will protect existing trees on site to the greatest extent practicable and provide planting of new trees. The development will provide traffic circulation by constructing new internal roads, alleys, and pedestrian connections to NW Camas Meadows Drive. This standard is met.

- B. Compliance with all applicable design and development standards contained in this title and other applicable regulations;

Response: Along with the narrative, the other submitted application materials show that the proposed development complies with all applicable design and development standards and regulations. This standard is met.

- C. Availability and accessibility of adequate public services such as roads, sanitary and storm sewer, and water to serve the site at the time development is to occur, unless otherwise provided for by the applicable regulations;

Response: The proposed application will provide water and sanitary sewer connections for each proposed lot. Sanitary sewer will connect to the existing sanitary sewer force main in NW Camas Meadows Drive through proposed on-site STEP systems. New water mains will connect to the existing main in NW Camas Meadows Drive. Stormwater will be collected on site and conveyed to stormwater vaults for treatment and then conveyed to either underground chambers or a stormwater detention pond for storage, prior to being released on site at rates permitted by Camas Municipal Code (CMC). A detailed and site-specific erosion control plan will be provided with final construction plans. This standard is met.

- D. Adequate provisions are made for other public and private services and utilities, parks and trails (e.g., provide copies of private covenant documents);

Response: The Applicant proposes roads and alleys meeting or exceeding the standards of the City and the Camas Design Standards Manual. Planting strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for private utilities, as shown in the plans included with this application. Additionally, pedestrian access has been provided from multiple points in the development to NW Camas Meadows Drive to provide for adequate pedestrian circulation for the development. This standard is met.

- E. Adequate provisions are made for maintenance of public utilities; and

Response: All public utilities will be located within public rights-of-way or within easements granting the City access to the public utilities. This standard is met.

18.18.070 Improvements for residential development.

- A. Public. Prior to the issuance of a building permit for residential construction, all public improvements required to adequately service that portion of the plat for which the building permit will be issued shall be installed, or the developer shall provide financial surety acceptable to the city pursuant to CMC Section 17.21.050 Bonds and Other Financial Agreements.

Response: All public improvements will be installed or financially assured as required prior to submitted for building permit. This standard will be met.

- B. Private. Prior to issuance of final occupancy permits all public and private improvements shall be completed in accordance with CMC Section 17.21.070 Final Acceptance.

Response: All public and private improvement will be completed prior to occupancy. This standard will be met.

18.19 Design Review

18.19.020 Scope.

Design review is required for all new developments within commercial, mixed-use, business park, or multifamily zones, redevelopment (including change in use, e.g., residential to commercial), or major rehabilitation (exterior changes requiring a building permit or other development permit).

Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational, and governmental buildings and associated properties. Additionally, design review is applicable to all new developments or redevelopments within a gateway area as defined in the design review manual.

Response: A design review application has been submitted for the commercial site and townhome lots. In addition, as discussed throughout this written narrative, along with other items submitted with this application, the proposed 77 single-family homes and 6,600 square foot commercial building with associated parking will conform to the comprehensive plan, transportation standards, zoning regulations, and design review.

18.24 Mixed Use

18.24.010 Purpose.

- A. To encourage new development and business opportunities;
- B. To foster the development of mixed use areas that are arranged, scaled, and designed to be compatible with surrounding land uses;
- C. To promote a compact growth pattern to efficiently use the remaining developable land and to help sustain neighborhood businesses; and
- D. To promote new construction of multi-story structures with commercial uses on the ground floor and residential uses on the upper stories.

Response: General purpose statements are not approval criteria for land use applications. Allowed uses in the MX zone are governed by Section 18.07.030 – Table 1, which allows single-family residential use and brew pubs without restriction and require conditional use review for attached housing and restaurants not associated with brew pubs.

Although the purpose statement is not an approval criterion, this application meets the purpose statement set forth above, since the proposal includes a mix of attached and detached single family dwellings and 6,600 square foot commercial use. Therefore, a mix of uses is being provided onsite, consistent with the overall intent of the MX zone.

18.24.020 Applicability.

- A. All new development within the Mixed Use (MX) zone shall submit a site plan review application in accordance with CMC Chapter 18.18 Site Plan Review of this title unless otherwise exempt per this title.

Response: The proposed application is for a Type II Site Plan Review, Type III Subdivision and Conditional Use Review. This standard is met.

- B. All new developments and uses shall be required to submit a design review application in accordance with CMC Chapter 18.19 Design Review of this title prior to applying for a building permit.

Response: The Applicant has provided the Design Review submittal as a stand alone application. Please refer to the design submittal for all required information. This standard is met.

- C. Landscaping requirements shall be the same as landscaping standards in community commercial zones.

Response: This application proposes landscape including street trees, buffer landscaping, parking lot landscape, and landscaping within the stormwater tract. Additionally, landscape will be provided on each lot and will be installed at the time of future home construction. This standard is met.

18.24.030 Incentives.

- A. Traffic Impact Fee (TIF) Reduction. A reduction of the TIF may be granted pursuant to 18.22.100 CMC.

Response: The Applicant is not seeking a traffic impact fee (TIF) reduction with this project. This standard does not apply.

- B. Public Art. A five percent increase in lot coverage area may be granted upon design review committee approval for providing public art within proposed project.

Response: Public art is not proposed with this development. This standard does not apply.

- C. Sustainability. Up to a ten percent reduction in building and/or engineering review fees may be authorized at the discretion of the director in proportion to a proposed low-impact development method.

Response: The Applicant is not requesting a review fee reduction for this development. This standard does not apply.

18.24.040 Exemptions.

Newly created lots, via short plats or subdivisions or combined lots, that are adjacent to existing single-family lots shall not be required to bevel to existing platted lots (Refer to 18.09.080-B).

Response: No new lots are proposed adjacent to existing single-family lots. This standard does not apply.

18.43 Conditional Use Permits

18.43.020 Scope.

This chapter shall apply for each application for a conditional use permit (CUP). Only those uses indicated by a "C" in the use tables contained in CMC Chapter 18.07 Use Authorization of this title will be considered for a conditional use permit.

Response: The proposed application is for 77 single-family residential lots and a commercial lot with a 6,600 square foot building and associated parking in the MX zoning district. The proposed development includes 40 attached townhome (row house) lots and a commercial building that will be used as a restaurant perhaps with a brewery. According to CMC 18.07.030 Table 1 – Commercial and Industrial Land Uses, row houses and restaurants not associated with breweries are a conditional use in the MX zoning district. Therefore, a conditional use permit is required.

18.43.030 Application.

Application for a conditional use permit shall be filed with the community development department on forms provided by the city. The application shall be accompanied by a filing fee as may be set from time to time by resolution of the city council. The application and review process shall be subject to a Type III procedure, pursuant to CMC Chapter 18.55 Administration and Procedures of this title.

Response: The proposed application is for a Type II Site Plan Review and Type III Subdivision and Conditional Use Review. This standard is met.

18.43.050 Criteria.

The hearings examiner shall be guided by all of the following criteria in granting or denying a conditional use permit:

A. The proposed use will not be materially detrimental to the public welfare, or injurious to the property or improvements in the vicinity of the proposed use, or in the district in which the subject property is situated;

Response: The proposed townhome use will provide a middle housing product that is lacking in the City, as well as providing housing immediately adjacent to existing and proposed business park developments, to provide the opportunity for a live-work environment that will provide for the use of transportation options other than a motorized vehicle. The proposed restaurant will provide for jobs within the development, as well as a destination for residents of the new development, and users of the golf course and adjacent businesses. This standard is met.

B. The proposed use shall meet or exceed the development standards that are required in the zoning district in which the subject property is situated;

Response: As discussed throughout this narrative, in the Proposed Development Plans, and supporting documents submitted with this application, the proposed development meets or exceeds applicable standards. This standard is met.

C. The proposed use shall be compatible with the surrounding land uses in terms of traffic and pedestrian circulation, density, building, and site design;

Response: The proposed development provides a density similar to residential developments to the east along NW Camas Meadows Drive and meets the density requirements of the MX zoning district. The proposed townhome use will provide a middle housing product that is lacking in the City, as well as providing housing immediately adjacent to existing and proposed business park developments, to provide the opportunity for a live-work environment that will provide for the use of transportation options other than a motorized vehicle. The proposed restaurant is also a compatible use with the golf course, surrounding businesses, and proposed residences within the development providing a destination for users of the surrounding properties. This standard is met.

D. Appropriate measures have been taken to minimize the possible adverse impacts that the proposed use may have on the area in which it is located;

Response: The proposed application includes a TIA and Stormwater TIR to ensure that the proposed development can minimize impacts to the surrounding area. Additionally, the proposed application will go through a Type III review process with public hearing to further ensure that all measures are being taken to minimize adverse impacts. This standard is met.

- E. The proposed use is consistent with the goals and policies expressed in the comprehensive plan;

Response: As stated previously, the proposed development meets all applicable goals of the Camas Comprehensive Plan. The Lacamas Heritage Trail is located ±0.5 miles to the northwest on NE Goodwin Road, and the site is immediately adjacent to the Camas Meadows Golf Course. The site is also ±3 miles from multiple parks located at the south end of Lacamas Lake. The development will protect existing trees on site to the greatest extent practicable and provide planting of new trees. The development will provide traffic circulation by constructing new internal roads, alleys, and pedestrian connection to NW Camas Meadows Drive. This standard is met.

- F. Any special conditions and criteria established for the proposed use have been satisfied. In granting a conditional use permit the hearings examiner may stipulate additional requirements to carry out the intent of the Camas Municipal Code and comprehensive plan.

Response: The Applicant understands that additional conditions can be placed on the development by the hearings examiner. This standard is met.

18.55 Administration and Procedures

18.55.020 Determination of Proper Procedure Type

Response: This application is for a 77 single-family residential lots and a commercial lot with a 6,600 square foot building and associated parking. Therefore, the application requires a Type II Site Plan Review per CMC 18.24.020 for development in the MX zoning district and Type III Subdivision and Conditional Use Review for the attached townhomes and proposed restaurant use. A Type II Site Plan and Type III Subdivision and Conditional Use application has been submitted. This standard is met.

18.55.060 Preapplication Conference Meeting – Type II, Type III

Response: A pre-application conference was held on December 1, 2021. The meeting notes for the pre-application conference were issued on December 16, 2021. This standard is met.

18.55.110 Application – Required Information.

Response: The application submitted for the preliminary subdivision plat, site plan, and conditional use approval contains all the required information listed in this section. This standard is met.

IV. Conclusion

The Applicant is proposing a 77 single-family residential lots and a commercial lot with a 6,600 square foot building and associated parking meeting the requirements of the City of Camas MX zoning districts and other applicable portions of the Camas Municipal Code.

The submittal requirements have been met and the required findings made for all applicable approval criteria. These findings serve as the basis for the City to approve the application and are supported by substantial evidence in the application materials. Therefore, the Applicant respectfully requests approval of the proposed project (Camas Meadows Hole 9).