



STAFF REPORT

Camas Meadows Hole 9 Mixed-Use Development

File No. CUP23-01

(Consolidated files: SEPA, Archaeological, Critical Areas, Subdivision Preliminary Plat, Site Plan Review, Design Review, and Conditional Use Permit.)

Report Date: 8/30/23

TO	Hearings Examiner	HEARING DATE	9/7/2023
PROPOSAL	To construct 77 detached and attached single-family homes with a 6,600 square-foot commercial building.		
LOCATION	The site is located at 4525 NW Camas Meadows Drive in the NE 1/4 Section 29, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel 175980000, 172973000, 172963000, 986035734, 986035733, 172970000, & 986026906.		
APPLICANT/ OWNER	Romano Development Attn: Stacey Shields 4660 NE 77th Ave Vancouver, WA 98662	OWNER	Romano Development 4660 NE 77th Ave Vancouver, WA 98662
APPLICATION SUBMITTED	4/4/2023	APPLICATION COMPLETE	4/28/2023
SEPA	The City issued a SEPA Determination of Non-Significance (DNS) on 6/15/2023, with a comment period that ended on 6/29/2023. The SEPA DNS was mailed to property owners and published in the Post Record on 6/15/2023. Legal publication #812630.		
PUBLIC NOTICES	<p>A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on 5/4/2023. Legal publication #801270.</p> <p>A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on June 15, 2023. Legal publication #812630.</p>		

APPLICABLE LAW: The application was submitted on 4/4/2023, and the applicable codes are those codes that were in effect at the date of the application’s first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic type*.]

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SUMMARY

An application has been made to the City of Camas for Conditional Use Permit approval to construct 77 detached and attached single-family homes with a 6,600 square foot commercial building zoned Mixed Use (MX) in three phases. The site contains steep slopes and oak habitat. The proposal includes open space, private street, utility, and stormwater tracts.

The site was previously zoned Light Industrial/Business Park and the applicant submitted a Comprehensive Plan Amendment (CPA) application in 2022 to rezone the site to Mixed Use. The CPA was approved in November of 2022.

The subject site is bordered to the north and west by the Camas Meadows Golf Course zoned Light Industrial/Business Park. To the east is the Camas Meadows Golf Course Clubhouse and restaurant zoned Light Industrial/Business Park and Business Park. To the south are commercial buildings zoned Light Industrial/Business Park and further southeast are townhomes zoned Multi-Family Residential MF-18. The site is currently vacant and contains several trees and vegetation.

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

DISCUSSION and FINDINGS

Title 16 Environment

Chapter 16.07 State Environmental Policy Act (SEPA23-03)

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on June 15, 2023, as the proposed development includes more than nine residential dwelling units and contains critical areas per CMC 16.07.020.A.1. The comment period ended June 29, 2023, and one comment was received from the Department of Fish and Wildlife regarding the Oregon White Oaks on site which is discussed further in this report.

FINDING: Staff finds the WDFW requirements shall be complied with.

Chapter 16.31 Archaeological Preservation (ARCH23-02)

There were three archaeological predetermination reports submitted by Applied Archaeological Research, Inc. dated May 11, 2022, December 16, 2022, and March 14, 2023, that were sent to the local tribes. Based on the report, no further archaeological work is recommended at this time. The report and findings are not subject to the Open Public Records Act and as such, the City cannot disclose the results.

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

Chapter 16.51 Critical Areas (CA23-03)

CMC Chapter 16.53 – Wetlands

Clark County GIS Mapping identified wetlands that were more than 300 feet away, however, there were hydric soils within 300 feet which may indicate a potential wetland presence. As such, the applicant submitted a Critical Area Report from AKS Engineering dated March 2023 and a Wetland Memo dated August 15, 2023. The memo concluded that there are no wetlands within 300 feet due to no physical indications and mapping. Staff finds a wetland delineation is not required.

CMC Chapter 16.61 – Geological Hazardous Areas

16.59.060(C) Geotechnical Evaluation and Assessment. A critical area report for geologically hazardous areas shall first contain a site evaluation and, if required, an assessment of geological hazards.

City mapping identified the subject property within an area of geologically hazardous areas (i.e., steep slopes). As such, the applicant submitted a Preliminary Geotechnical Report prepared by GeoPacific Engineering, Inc. dated December 22, 2021. The report focuses on the presence of hazardous materials and impacts on the site from adjoining properties. Per CMC 16.59.060 the report needs to include geotechnical evaluations, assessments, impacts, and recommendations. Staff finds the report does not address the report requirements for geologically hazardous areas. Therefore, staff finds the applicant shall submit an updated geotechnical report conducted by a qualified professional that addresses CMC 16.59.060 prior to engineering plan approval.

FINDINGS: Staff finds the applicant shall submit an updated geotechnical report conducted by a qualified professional that addresses CMC 16.59.060 and follow the updated geotechnical report recommendations prior to engineering plan approval.

CMC 16.61 – Fish and Wildlife Habitat Conservation Areas

Habitats of Local Importance- Oregon White Oaks

Oregon White Oaks were identified in the Critical Areas Report from AKS Engineering dated March 2023. Per CMC 16.61.010.3.a.i, Oregon White Oaks over 20-inch DBH are considered habitat of local importance. The tree survey identified seven Oregon White Oaks on site that are over 20-inch DBH. The applicant's original proposal at the pre-application meeting was to remove all oaks. The submittal with this application proposes to remove five and retain two oaks within Tract D. The oaks are 24-inch DBH and 30-inch DBH. On page 3 of the narrative, the applicant discusses that the reasoning behind removing the five oaks is due to access spacing, grading, and lot size requirements, therefore it is infeasible to retain these oaks.

The applicant submitted a mitigation plan that includes on and off-site mitigation in an open space tract in a nearby development. Staff reached out to the Department of Fish and Wildlife (WDFW) to confirm

that the plan meets their requirements and if other potential oaks could be saved (Exhibit 41). After phone discussions and a follow-up email in Exhibit 41, staff and WDFW concluded that it is infeasible to save additional oaks due to the factors discussed in the applicant's narrative and that the mitigation sequencing requirements per CMC 16.51.170 are met. The applicant is currently working with WDFW to finalize a few minor oak enhancement planting requirements; therefore, staff finds the applicant shall submit a final mitigation plan per CMC 16.51.180 that meets the WDFW requirements prior to engineering plan approval.

CMC Chapter 16.51 – General Provisions for Critical Areas

[TEMP/PERM FENCING]: Staff recommends a condition of approval for the installation of temporary construction fencing prior to construction that clearly marks in the field critical area buffers (i.e., Oregon White Oak dripline) and fencing should remain throughout permitted construction activities. In addition, prior to final engineering plan approval, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

[MITIGATION BOND]: The applicant will be required to post a mitigation bond in an amount deemed acceptable by the city to ensure the oak mitigation is fully functional per CMC 16.51.250.

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

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

Title 17 Land Development

Chapter 17.11 Subdivisions (SUB23-01)

17.11.030(D) Criteria for Preliminary Plat Approval. The community development director or designee shall base his decision on an application on the following criteria:

This subdivision section will address the residential component of the proposal.

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

Comprehensive Plan

The subject property is designated as Commercial in the City's Comprehensive Plan, which includes the Mixed-Use zone designation.

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

- LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.
- LU-5: 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.
- LU-5.1: Mixed-use developments should be unique to the area in which they are located and encourage small business development, a mix of housing types to ensure affordability, and pedestrian and transit connections, and designed to be sensitive to the natural environment.

- LU-5.2: Ensure that the development of mixed-use areas is oriented to the public street and is scaled and designed to be compatible with surrounding land uses.
- LU-5.3: Densities in new mixed-use areas should not exceed the maximum densities allowed in multi-family zones.
- H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing Element of the Comprehensive Plan. The homes will complement the commercial building within the mixed-use development by providing housing for local employment.

Parks and Open Space Plan:

The 2022 Parks, Recreation, and Open Space (PROS) Comprehensive Plan does not identify a required trail or park improvements adjacent to the subject parcel. Therefore, these plans are not applicable to this project.

Neighborhood Traffic Management Plan:

The city has Neighborhood Traffic Management (NTM) Guidelines for mitigating impacts of new land development on local or neighborhood streets. The Tier 1 guidelines address the design of new residential streets and the Tier 2 guidelines address mitigating the impact of new development.

The Tier 1 NTM Guidelines require a map identifying all nearby streets, especially Category C, that the proposed land-use would impact. Any project where the internal streets are proposed to reach the threshold of 700 Average Daily Trips (ADTs) or more, shall demonstrate how speed and volume will be kept at 25 MPH to the satisfaction of the city engineer prior to approval.

The Tier 2 NTM Guidelines require that the Traffic Impact Analysis (TIA), aka Transportation Impact Study (TIS), should identify if the project adds more than 25 vehicles per hour (two-way AM, PM and/or retail peak hours) to a street and if the proposed development will exceed 700 Average Daily Trips (ADTs) or more. An estimate will be made of the potential (in the future at build-out of nearby lands) for a neighborhood or local street to exceed 700- vehicles per day.

The development is proposed as a mixed-use development consisting of 37 detached single-family dwelling units, 40 attached single-family dwelling units, and a commercial component proposed as a brew pub and restaurant. Based on the projected number of average daily trips (ADTs), a transportation impact study was required.

Refer to Exhibit #24 – Traffic Study, dated March 22, 2023, for the following discussion relating to Neighborhood Traffic Management.

The Transportation Impact Study (TIS) was prepared by H. Lee & Associates and submitted with the application. The preliminary TIA report, *Table 4 – Trip Generation Summary* shows that the mixed-use development is expected to generate a total of 955 average daily trips (ADTs), with 50 AM Peak Hour trips (14 In/36 Out) and 107 PM Peak Hour trips (70 In/34 Out).

Per Table 4 of the TIA, the combined number of ADTs for the single-family development is shown to generate a total of 702 ADTs. The 37 detached single-family dwelling units will generate a total of 443 ADTs, with 33 AM Peak Hour trips (9 in/24 out) and 44 PM Peak Hour trips (28 In/16 Out). The 40 attached single-family dwelling units will generate a total of 259 ADTs, with 17 AM Peak Hour trips (5 In/12 Out) and 21 PM Peak Hour trips (9 In/12 Out). The future commercial site, proposed as a Brew Pub and Restaurant, is projected to generate a total of 253 ADTs, with 42 PM Peak Hour trips (70 In/37

Out). The commercial site is not proposed to be open during the AM Peak Hours (6:00 a.m. to 9:00 a.m.).

While the proposed mixed-use development will exceed 700 ADTs at full buildout, the development is adjacent to Camas Meadows Drive which is classified as an arterial street. Since there is an absence of nearby neighborhoods for potential cut-through traffic, there is no need for off-site traffic calming features to be considered. The on-site roadway layout is self-contained and configured in a manner that keeps potential speeding at a minimum. The main road, future NW A Drive, is approximately 1,300-feet in length, runs parallel to NW Camas Meadows Drive, and is accessed via three connecting cross streets that are approximately 225-feet in length with alleys bisecting the blocks.

Based on the site constraints and layout of the proposed development and its proximity to the arterial street, a deviation from the Neighborhood Traffic Management Plan requiring traffic calming measures is supported by the city engineer.

Finding: Staff finds that the proposed project can or will be compatible with the aforementioned City plans.

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

Water:

Provisions for a water distribution system are required per CMC 17.19.040.C.4. Water distribution for the Commercial Site is discussed in detail under Site Plan Review Criterion C of this staff report.

Refer to Exhibit #37 – Updated Development Plans, dated August 3, 2023, for the following discussion relating to the proposed water distribution system.

There is an existing 12-inch ductile iron water main under the existing sidewalk along the frontage of the future development on the north side of NW Camas Meadows Drive. There are three existing hydrants located along the frontage of the proposed development on NW Camas Meadows Drive; one approximately 138-feet southeast of future NW 75th Avenue, one approximately 78-feet east of future Tract I Open Space, and one approximately 550-feet north of the future brew pub building on the commercial site. The future brew pub building is limited to vehicular access via future NW 78th Avenue, which is approximately 990-feet southeast of the northernmost hydrant on NW Camas Meadows Drive.

Per CMC 17.19.040.C.4.a. Each lot within a proposed development shall be served by a water distribution system designed and installed in accordance with the city design standards. Additionally, each dwelling unit is to be provided with a minimum 1-inch water service from the main to the water meter box.

The preliminary composite utility plans, include a new water distribution system extended from the existing 12-inch DIP water main and serving the site with a new 8-inch water main via the intersections for future roads NW 75th Avenue, NW 77th Avenue, and NW 78th Avenue, and future NW A Drive.

The water distribution system for the rear loaded lots (Lots 1 - 19 and Lots 57 - 74), is shown as a 4-inch water main that extends from the intersection of future NW 77th Avenue through Tract B (future private road) to serve Lots 4 - 19; and from the intersection of future NW 78th Avenue through Tracts H & A (future private roads) to serve Lots 1 - 3 (Tract A) and Lots 57 - 74 (Tract H). The water main located in Tract A, Tract B, and Tract H is to be a minimum 8-inch water main, unless otherwise approved by the Utility Manager.

Staff recommends a condition of approval that prior to final engineering plan approval the water utility plans should be revised to provide an 8-inch water main located in Tract A, Tract B, and Tract H, to serve Lots 1-19 and Lots 57-74, unless otherwise approved by the Utility Manager during the final engineering plan review process.

Staff recommends a condition of approval that prior to final plat approval a note should be added to the final plat stating that:

- Tract A, Tract B, Tract H, and Tract J, private roads, consist of a utility access and maintenance easement, conveyed to the city, over and under the water main located in the private roads.

Proposed Plat Note:

- Tract A, Tract B, Tract H, and Tract J, private roads, consist of a utility access and maintenance easement, conveyed to the city, over and under the water main located in the private roads.

The preliminary composite utility plans show the water services and meter boxes to future Lots 75, 76, and 77 tapped from the water main in NW 78th Avenue and located in the planter strip adjacent to Lot 75. Per the CDSM, water services and meter boxes are to be located at the property line for single-family residences. Future Lot 75, 76, and 77 are accessed via Tract J (future private road). Additionally, the water service and meter box for Lot 30 is shown to be located on the south side of future NW A Drive adjacent to future Tract D.

Staff recommends a condition of approval that prior to final engineering plan approval, the final utility plans should be revised to include a section of water main extended north at the intersection of NW 78th Avenue to be located Tract J (future private road) to provide the following:

- A minimum 1-inch water service and meter box to each of future Lots 75, 76, and 77 at the property lines.
- Additionally, the final utility plans are to locate the water service and meter box for future Lot 30 on the north side of NW A Drive at the property line for Lot 30.

Per CMC 17.19.040.C.4.a Locations of fire hydrants and flow rates shall be in accordance with city standards and the International Fire Code. The distance between fire hydrants, as indicated in the fire code, is allowed to be doubled when automatic fire sprinklers are installed throughout the development. Per the International Fire Code (IFC) the maximum distance between hydrants is 500-feet. All new residential dwellings are required to have an automatic fire sprinkler system.

The preliminary composite utility plans show two new fire hydrants, approximately 650-feet apart, located on future NW A Drive: one between Lots 36 and 37 towards the southern end and one between Lots 46 and 47 at the northern end. Any requirements for additional hydrants within the residential development would be determined by the Fire Marshal's Office during final engineering plan review.

Per the CDSM a water sampling station for the development is required. The preliminary plans did not provide the location of a water sampling station.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised utility plans to include the location of an onsite water sampling station.

Per CMC 17.19.040.C.4.d Landscaping in Open Space tracts must have a separate irrigation service and meter. Irrigation services are to be a minimum 1-inch service. The size of the irrigation meter is to be determined in advance and shown on the utility and landscape plans. The owner of the open space

tract is responsible for installation of the meter and the water usage. Landscaping water services and meters are to be privately owned and maintained by the Owner and/or Homeowners Association (HOA).

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should submit revised water utility plans and landscape plans showing the locations of all proposed irrigation services and the size of each irrigation meter.

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

Storm Drainage:

Provisions for a stormwater system are required per CMC 14.02 Stormwater Control and CMC 17.19.040.C.3 Storm Drainage. Storm Drainage provisions for the Commercial Site are discussed in detail under Site Plan Review Criterion C of this staff report.

The total proposed development site is comprised of seven (7) individual parcels, which per the Clark GIS Property Information website is approximately 13.81 Acres (601,563.60 SF) in size. The proposed single-family portion of the development is approximately 12.56 Acs. (547,114 SF) in size, with remaining acreage for the commercial portion of the project.

Per Ecology's Stormwater Management Manual for Western Washington (SWMMWW) Figure 1-3.1: Flow Chart for Determining Requirements for New Development, if the project results in 5,000 SF or greater, of new plus replaced hard surface area, minimum requirements #1-#9 will apply. The proposed development will result in greater than 5,000-square feet of hard surfaces, therefore Minimum Requirements (MR) #1-#9 apply.

Refer to Exhibit #26 – Stormwater Technical Information Report, dated March 2023, and Exhibit #37 Updated Development Plans, for the following discussion relating to storm drainage.

A preliminary Stormwater Technical Information Report (PTIR) was prepared by AKS Engineering & Forestry, LLC and submitted with the application. The existing parcels are undeveloped and consists of field grass, some trees, Oregon white oaks, and blackberries. The site slopes north to northeast and slopes range from 3% to 18%. Infiltration tests were performed throughout the site, and it was determined that infiltration was not a viable option for this site. Therefore, the preliminary plans include a conventional stormwater collection system, consisting of conveyance piping, catch basins, manholes, downspout laterals for roof drain connections, an underground treatment vault, and an underground detention facility. This stormwater collection system is designed to collect pollution generating stormwater from the new development. The treatment and detention facilities are shown in the northeast corner of the residential development on Tract F. The underground detention facility is shown to discharge to the "existing natural drainage paths", via a flow control manhole to an outfall and flow spreader system.

MR #1 – Preparation of Stormwater Site Plans: The preliminary stormwater utility plan was incomplete, as the plans did not include sizing for the conveyance piping or manholes; design plans for the stormwater treatment or detention structures; nor profiles of said conveyance system.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant should submit a complete set of stormwater plans with sizing of conveyance piping, laterals, and manholes for review and approval, per MR #1.

MR #2 – Construction Stormwater Pollution Prevention Plan (SWPPP): The SWPPP was not included in the preliminary TIR.

Staff recommends a condition of approval that prior to any land-disturbing activities the applicant should submit the required SWPPP, per MR #2.

MR #3 – Source Control of Pollution: The preliminary TIR addresses the various BMPs required for source control, which are included in Section D and Appendix E of the preliminary TIR.

MR #4 – Preservation of Natural Drainage Systems and Outfalls: The preliminary TIR states that the proposed development will maintain existing drainage patterns and discharge locations to the maximum extent possible.

MR #5 – On-Site Stormwater Management: The preliminary TIR addresses this requirement in Section E. Per the preliminary TIR, the site runoff from the residential development, will be collected and conveyed via catch basins, manholes, and conveyance piping to a 9-foot by 16-foot mechanical filter vault upstream of the detention vault for treatment prior to being released at low point in the north corner of the site. The “mechanical filters” are proposed to meet water quality requirements for all the on-site pollution generating surfaces.”

Per CMC 14.02 and CMC 17.19.040, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts, footing drains/crawl spaces, and overland surface flow as noted below:

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

Proposed residential Lots 30 through 48 abut the Hole 9 fairway of the Camas Meadows Golf Course. There is a golf cart path that meanders between the northern property lines of said lots and the 9th Hole tee box and fairway. Per the PTIR, the northern lots, Lots 30 through 48, are lower than the detention facilities, and will “sheet flow through lawn and native vegetation prior to flowing offsite through the golf course adjacent to the site and effectively following existing drainage patterns. It would not be feasible to convey stormwater runoff from these areas to the detention facilities.”

Staff recommends a condition of approval that, prior to final engineering plan approval, the applicant should submit a revised stormwater plan that includes limiting impacts from surface water runoff from Lots 30-48. Said plan should ensure that the adjacent properties and/or downstream drainageways are not negatively affected by surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

Staff recommends a condition of approval that prior to building permit approval, single-family building permit applications are to include information regarding connection of roof drain downspouts and footing drains/crawl space drains to the stormwater laterals as shown on the final engineering stormwater plans.

MR #6 – Runoff Treatment: The preliminary TIR addresses this requirement in Section F. Surface water runoff from the residential portion of the proposed development is shown to drain to a 9-foot by 16-foot mechanical treatment vault prior to discharging to an underground detention facility and ultimately

discharging to the natural drainage course in the northeast corner. Stormwater is ultimately discharged to Dwyer Creek, Lacamas Creek, and Lacamas Lake. Treatment for phosphorous removal is required. Per the TIR, the proposed treatment vault includes phosphorous treatment.

MR #7 – Flow Control: The preliminary stormwater report (PTIR), addresses this requirement in Section G. Per the PTIR, the proposed development site is comprised of two main basins, as shown in Appendix D, Basin Plans, which shows the existing flow patterns to flow predominantly north-to-northeast for the majority of the future residential site and north-to-northwest on the future commercial site. With the exception of the rear-yard surface runoff along future Lots 31-48, the post-development of the future residential site is proposed to utilize a conveyance system with catch basins and manholes that will direct surface runoff to the treatment vault and underground detention facility in the northeast corner in order to meet the predeveloped conditions as required by Ecology’s current Stormwater Management Manual for Western Washington (SWMMWW). Surface runoff from the private roads located in future Tracts A, B, H, and J will be collected via catch basins and conveyance piping that will also drain to the Tract F stormwater facilities.

MR #8 – Wetlands Protection: Section H of the preliminary TIR states that there are not any wetlands on-site, therefore wetland protections are not applicable. Staff concurs.

MR #9 – Operation and Maintenance (O&M): There are excerpts from Ecology’s 2019 SWMMWW in Appendix H of the preliminary TIR, providing information on maintenance of catch basins, infiltration systems, and detention vaults/tanks. However, the O&M excerpts in Appendix H does not include information pertaining to the maintenance of the filter vaults and associated cartridges.

Staff recommends a condition of approval that prior to final engineering plan approval the final stormwater report TIR should be revised to include the maintenance requirements and contact information for the treatment vaults.

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

Per the preliminary stormwater plans a conveyance system of catch basins, manholes, and conveyance piping is located within private road Tracts A, B, C, E, H, and J, as well as the stormwater treatment and detention structures that are located in Tract F, Stormwater Facility.

Staff recommends a condition of approval that prior to final plat approval the following notes should be added to the final plat stating:

- Tracts A, B, C, E, H, and J: The stormwater systems located within these tracts are to be owned and maintained by the homeowners and/or Homeowners’ Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Tract F: The stormwater facilities located on Tract F are to be owned and maintained by the homeowners and/or Homeowners’ Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract F.
- Any private rear or side yard drainage systems are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.

Proposed Plat Notes:

- Tracts A, B, C, E, H, and J: The stormwater systems located within these tracts are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Tract F: The stormwater facilities located on Tract F are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
- Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract F.
- Any private rear or side yard drainage systems are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.

Per CMC 14.02.090.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two years after the date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance.

Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations (HOAs)/homeowners). At completion of the 2-year warranty period, the stormwater facilities in Tract A and Tract B will be owned and maintained by the Homeowner's Association/homeowners.

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

Erosion Control:

Per CMC 17.21.030 any land-disturbing activities will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030, CMC 14.06, the *Camas Design Standards Manual* (CDSM) and Ecology's *Stormwater Management Manual for Western Washington* (SWMMWW). Erosion Control provisions for the Commercial Site are discussed in detail under Site Plan Review Criterion C of this staff report.

The proposed development is comprised of seven (7) individual parcels, which per the Clark GIS Property Information website, the total development size is approximately 13.81 Acres (601,563.60 SF) in size. The proposed single-family development is approximately 12.56 Acs. (547,114 SF) in size.

Refer to Exhibit #37 – Updated Development Plans, dated August 3, 2023, for the following discussion relating to erosion control.

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. Preliminary erosion and sediment control plans were submitted with the application.

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

Per CMC 17.21.030.C Construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project.

At time of construction, the city may require construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to any land-disturbing activities of one acre or more.

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

Staff recommends a condition of approval that prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

Staff recommends a condition of approval that prior to any land-disturbing activities, which includes tree cutting, clearing, and grading; an approved set of final engineering plans, including the erosion prevention and sediment control measures is required.

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

Sanitary Sewage Disposal:

Per CMC 17.19.040.C.2 Sanitary Sewer, sanitary sewers shall be provided and designed in accordance with the city's *Design Standards Manual* (CDSM). Sanitary Sewer provisions for the Commercial Site are discussed in detail under Site Plan Review Criterion C of this staff report.

There is an existing 10-inch PVC Class 200 sanitary sewer force main, located on the north side of NW Camas Meadows Drive.

Refer to Exhibit #37 – Updated Development Plans, dated August 3, 2023, for the following discussion relating to the proposed sanitary sewage system.

The preliminary composite utility plans, propose two types of sanitary sewer systems to serve the proposed development: a gravity sanitary sewer main with community STEP tanks for the single-family attached dwelling units and a Class 200 PVC sanitary sewer force main with individual STEP tanks for the single-family detached dwelling units.

Gravity Sanitary Sewer:

- An 8-inch gravity sewer main is proposed to serve the single-family attached dwelling units on Lots 1-19 and Lots 57-77.
 - The 8-inch gravity sewer main and individual laterals will be located in Tracts A, B, H, and J, which are private roads.
 - Individual gravity sewer laterals are shown stubbed to each of the attached dwelling units located on Lots 1-19 and Lots 57-77.
 - The gravity sewer mains are shown to drain to three separate community STEP tanks located in Tracts C, G, and J. The STEP tanks are to be accessible for maintenance, including pumping and inspections; and are to have traffic-rated lids and risers.
 - A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
 - A cleanout is to be installed prior to the gravity sanitary mains entering the community STEP tanks and at the right-of-way prior to discharging into the sanitary pressure main.

- The community STEP tanks located in Tracts C, G, and J, from the cleanouts to the tanks, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.
- The applicant is responsible for sizing the individual community STEP tanks to serve the applicable number of single-family attached dwelling units.
- The design, specifications, and sizing calculations for the proposed sanitary sewer STEP tanks are to be submitted to the city.

Sanitary Sewer Force Main:

- A Class 200 PVC gasketed sanitary sewer force main is proposed to serve the residential development as a whole.
 - The sanitary sewer force main is shown to extend from Tract E private road, with laterals to Lots 20, 21, and 30; through the future public roads, NW A Drive and public NW 78th Avenue, with laterals to Lots 31 through 56; and discharge via NW 78th Avenue to the existing 10-inch sanitary sewer force main located in NW Camas Meadows Drive.
 - The individual sewer laterals are to serve the single-family detached dwelling units located on Lots 20-56. The individual 1,500-gallon STEP tanks will be installed during home building construction.
 - A utility easement is to be granted to the city for the purpose of inspections, maintenance, and pumping of each individual STEP tank installed with the single-family detached dwelling units.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to submit revised sanitary sewer utility plans with the following:

- The community STEP tanks located in Tracts C, G, and J are to be accessible for inspections and maintenance, including pumping, and are to have traffic-rated lids and risers.
- A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
- A cleanout is to be installed, prior to the gravity sanitary mains entering the community STEP tanks and at the right-of-way, prior to the tanks discharging into the sanitary pressure main.
- The community STEP tanks, from the cleanouts to the tanks and from the Community STEP tanks to the cleanouts at the right-of-way, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.
- The applicant is responsible for sizing the individual community STEP tanks to serve the applicable number of single-family attached dwelling units.
- The design, specifications, and sizing calculations for the proposed sanitary sewer STEP tanks are to be submitted to the city for review and approval.

Staff recommends a condition of approval that prior to final plat approval, the following notes should be added to the final plat:

- A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
- The community STEP tanks, located in Tracts C, G, and J, from the cleanouts to the tanks and from the Community STEP tanks to the cleanouts at the right-of-way, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.

- A utility easement is to be granted to the city for the purpose of inspections, maintenance, and pumping of each individual STEP tank installed with the single-family detached dwelling units.

Proposed Plat Notes:

- A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
- The community STEP tanks, located in Tracts C, G, and J, from the cleanouts to the tanks and from the Community STEP tanks to the cleanouts at the right-of-way, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.
- A utility easement is to be granted to the city for the purpose of inspections, maintenance, and pumping of each individual STEP tank installed with the single-family detached dwelling units.

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

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

There are not any existing wells or an existing septic system on the parcels proposed for improvements.

FINDING: Staff finds that, as conditioned, the proposed improvements for the subdivision can or will make adequate provisions for water, storm drainage, erosion control, sanitary sewer disposal in accordance with the Camas Design Standards Manual, and other state adopted standards and plans.

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

Roads:

Provisions for street improvements are required per CMC 17.19.040.A Private Streets, B Streets, and the Camas Design Standards Manual. On-site street Improvements for the Commercial Site are discussed in detail under Site Plan Review Criterion C below of this staff report.

Street naming is the responsibility of the Building Official. The street names, as shown on the preliminary plans and preliminary plat and discussed throughout the staff report, are street names that were provided by the developer. The preliminary street names are subject to change during the final engineering plan approval process.

Refer to Exhibit #37 – Updated Development Plans, dated August 3, 2023, for the following discussion relating to roads; public roads and private roads.

NW Camas Meadows Drive is a fully improved 3-lane arterial, with curb, planter strips, and a 10-foot-wide shared use path/sidewalk along the frontage of the proposed development.

The preliminary plat and preliminary street plans for the proposed development show three future public road accesses off NW Camas Meadows Drive: future NW 75th Avenue, future NW 77th Avenue, and future NW 78th Avenue, which will provide access to future public NW A Drive, that will run east-to-west along the north portion of the development. Future NW A Drive at the westernmost end will transition to the private drive access to the future Commercial development and NW A Drive at the easternmost end will transition at Tract E to a future private road.

Additionally, private roads, located on Tracts A, B, H, and J are shown, running east-to-west, for access to the rear-loaded single-family attached dwelling units. The private road Tracts will intersect future NW 75th Avenue, future NW 77th Avenue, and future NW 78th Avenue.

[Public Roads]:

Per CDSM Table 2 – *General Guidelines for Geometry of a Roadway*, 2-lane local roads consisting of a 52-foot right-of-way width, a 28-foot-wide paved street width, 5-foot-wide detached sidewalk on both sides, 4.5 to 7.5-foot-wide planter strips on both sides, on-street parking permitted on one side only, and minimum 25-foot curb radii, requires approval from the city engineer.

The future public roads: NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive are shown with 52-foot-wide right-of-way widths, 28-foot-wide paved surfaces, 5-foot-wide detached sidewalks on both sides, and 4.5- to 7.5-foot-wide planter strips on both sides.

The proposed 2-lane local road with 52-foot right-of-way width, as shown on the preliminary plat and the preliminary street plans, dated August 3, 2023, are approved by the city engineer.

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

Staff recommends a condition of approval that prior to final plat approval, the future public roads: NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive, which consist of a 52-foot right-of-way width, a 28-foot-wide paved street width, 5-foot-wide sidewalks on both sides, and 4.5 to 7.5-foot-wide planter strips on both sides are to be dedicated to the City of Camas with final plat approval.

Per CDSM, Access Spacing Standards Table 3: The Access Spacing Standards for a roadway classified as an arterial is a minimum of 600-feet and a maximum of 1,000-feet.

Per the preliminary street plans, the three future public roads that will be accessed off NW Camas Meadows Drive do not meet the minimum access spacing standards.

- Future NW 75th Avenue is located approximately 150-feet southeast of the existing access driveway to 4600 NW Camas Meadows Drive.
 - However, the proposed access to NW 75th Avenue will align with future Street A (North Dwyer Creek Area) in the Camas Six-Year Street Plan that will be constructed with the Camas Business Center and extended to NW Lake Road. ***A deviation from the minimum access spacing standards is supported by the city engineer.***
- Future NW 77th Avenue aligns with the driveway access to 4600 NW Camas Meadows Drive, on the south side of the road. ***A deviation from the minimum access spacing standards is supported by the city engineer.***
- Future NW 78th Avenue aligns with the northern driveway access to 4900 NW Camas Meadows Drive, on the south side of the road. ***A deviation from the minimum access spacing standards is supported by the city engineer.***

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

The preliminary street plans show that the curb radii on both sides of the access locations to the future public roads will be constructed with a minimum 35-foot curb radii.

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

The longest block length on the proposed development is on future NW A Drive between future NW 77th Avenue and future NW 78th Avenue, which is approximately 550-feet in length. All other block lengths are well below the maximum 600-feet.

Per CMC 17.19.040.B.12.b Grades shall not exceed ... twelve percent on any other street. The twelve percent maximum grade applies to local roads.

NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive are classified as local roads. The proposed private roads, Tracts A, B, E, H, and J also fall under the local road classification. The preliminary grading plans, dated August 3, 2023, did not include road profiles for verification of road grades nor design information for proposed utilities, water, sanitary sewer, and stormwater.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to provide road profiles that are to include road grades, horizontal/vertical curve information, and design information for water, sanitary sewer, and stormwater utilities, for the following future public roads: NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive; and the private roads located in Tracts A, B, E, H, and J.

[Private Roads]:

The preliminary plat and preliminary street plans show four private alleys, Tracts A, B, H, and J that will provide access to Lots 1-19 and Lots 57-77, which are proposed as rear-loaded attached single-family dwelling units.

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway – C. Access to five or more dwelling units and greater than 100-feet and not over 300-feet in length requires a 42-foot-wide tract, 28-feet of paved surface, 5-foot-wide detached sidewalk, and planter strip on one side of the road, and no parking on one side of the road.

The preliminary street plans show the private roads on Tracts A, B, H, and J with 26-foot-wide tracts and 26-foot-wide paved surfaces, no planter strips or sidewalks, and no on-street parking on either side. Because all lots adjacent to these tracts also have public road frontages that provide a secondary emergency access. ***A deviation from Private Road Standard C is supported by the city engineer.***

Per CDSM, Table 3 Access Spacing Standards: Minimum Intersection & Driveway Setback from an arterial is 300-feet.

Per the preliminary street plans, the intersections to the future private streets, Tracts A, B, H, and J, from NW Camas Meadows Drive ranges from approximately 140-feet, which does not meet the minimum intersection setback requirement of 300-feet from an arterial. The applicant submitted a deviation request from the minimum setback standards in a letter dated July 18, 2023. The justification for the deviation request is as follows:

Deviation Request (See Exhibit #27):

The justification for the deviation request is due to the existing physical conditions of the project site making it impractical to comply with the standards. Due to the depth of the site, plus/minus 402-feet in depth, the applicant is unable to meet this standard while also providing lots that meet dimension standard requirements.

Tract A, B, H, and J are placed as far north as possible, while still allowing for two tiers of lots with alley loading. Tract A, B, and H are located ±143 feet away from NW Camas Meadows Drive. Tract J is located ±140 feet away from NE Camas Meadows Drive.

The Applicant is using alleys (Tract A, B, H, and J) to provide a variety of housing types in the proposed mixed-use development. Due to driveway access not being allowed from Camas Meadows Drive, the Applicant needs to utilize alleys to access the lots that are fronting Camas Meadows Drive.

The city engineer supports the deviation request from the minimum intersection setback requirements from an arterial for private road Tracts A, B, H, and J.

Per CMC 17.19.040.12.e Curb return radii shall be no less than twenty-five feet on all streets. And per CMC 17.19.040.A.7 access requirements for recycling service, garbage service, and emergency vehicles are to be provided.

Staff recommends a condition of approval that prior to final engineering plan approval that the street plans should be revised to include the minimum 25-foot curb radii, on both sides of private roads, Tracts A, B, H, and J, onto all of the future public roads, NW 75th Avenue, NW 77th Avenue, and NW 78th Avenue.

Per the CDSM Table 1 – Guidelines for Geometry of a Private Roadway – Private Street A, a private road with access to four or less dwelling units is to consist of a 20-foot-wide tract, with a minimum 12-foot paved surface, no on-street parking permitted on either side.

The preliminary street plans show the private road Tract E providing access to three dwelling units, Lots 20, 21, and 30, with a 20-foot-wide tract, and a 20-foot-wide paved surface, which exceeds Private Road Standard A.

Per the CDSM Table 1, Note 3, Dead-end roads in excess of 150-feet as measured from the centerline of the adjacent road require a dead-end turnaround.

Per the preliminary street plans show that the private road Tract E is approximately 160-feet in length. A dead-end turnaround has been provided.

Private Road Standard A prohibits parking on both sides of the road. Installation of ‘No Parking and Towing’ signage is required as the city does not provide towing on private roads, nor does the city enforce ‘No Parking’ on private roads.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to provide a design for a ‘No Parking and Towing’ sign for review and approval.

- Said ‘No Parking’ sign is to include contact information for a towing company.

Staff recommends a condition of approval that prior to final acceptance, the applicant should be required to install the ‘No Parking and Towing’ signs on private road Tract E, which provides access to future Lots 20, 21 and 30.

Staff recommends a condition of approval that prior to final plat approval, the private roads and parking lots provided for the benefit and access to Lots 1 thru 21, and Lots 57 thru 77 should be placed in Tracts to be owned and maintained by the homeowners and/or the homeowners association (HOA). A plat note to this effect is warranted.

Proposed Plat Note:

- Tracts A, B, C, E, G, H, and J are private access roads and parking lots that are to be owned and maintained by the homeowners and/or the homeowners association (HOA).

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

[Private Utilities]:

All private utilities are to be installed underground, per CMC 8.52.040. Private utilities for the Commercial Site are discussed in detail under Site Plan Review Criterion D below in this staff report.

[Street lighting]:

LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting. Street lighting for the Commercial Site are discussed in detail under Site Plan Review Criterion D below in this staff report.

The applicant is not required to install street lighting along NW Camas Meadows Drive as this is a fully improved roadway with existing street lighting. However, the applicant is required to install street lighting along the new public roads proposed with the future residential development.

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

Staff recommends a condition of approval that prior to final engineering plan approval all street light locations are to be shown on the engineering and landscape plans. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

Staff recommends a condition of approval that prior to submittal of electrical plans to Clark Public Utilities (CPU), the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Street Trees]:

CMC 17.19.030(F)(1) requires each dwelling unit to be landscaped with at least one 2-inch caliper tree in the planter strip of the right-of-way, or similar location in the front yard of each dwelling unit. The landscape plan shows at least one street tree in each yard unless sight distance cannot be met near intersections.

Staff recommends a condition of approval that requires planting of two 2-inch diameter street trees in the front yards of each lot prior to final occupancy.

[Storm Facility Landscaping]:

CMC 17.19.030.F.6 requires that storm drainage facilities within 30-feet from any street or accessory structure be landscaped with a 10-foot L2 buffer. The proposed storm facilities located on Tract F are shown as underground treatment and detention vaults, that will ultimately discharge stormwater to the northeast corner of the Tract.

While a landscape buffer is not warranted, an approved minimum 42-inch-high fence be installed around the perimeter to discourage pedestrian access as there are several accessible risers for maintenance on both the underground treatment vault and the underground detention vault.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to provide a minimum 42-inch-high fence to be installed around the perimeter of Tract F. The applicant should work with staff to provide an acceptable fencing design. The fence could be chain link, split rail, or other acceptable fencing. with a minimum 16-foot-wide double gate to allow for inspections and maintenance accessibility.

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

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

[ROW Dedications]:

The applicant will be required to dedicate sufficient right-of-way for construction of the following future public roads: NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and future N A Drive. Additional right-of-way dedication along the northern side of NW Camas Meadows Drive is not required as this is a fully improved public road.

[Easements]:

The following easements are to be recorded on the final plat for the proposed residential development:

- The 6-foot public utility easement (PUE) is to be located on the north of the existing 10-foot-wide shared use path/sidewalk and provide sufficient horizontal clearance from the existing 10-inch water main along NW Camas Meadows Drive.
- The 6-foot public utility easement (PUE) is to be located outside of the right-of-way along all the future public roads.
- A utility access and maintenance easement, to the city, over and under the existing 12-inch water main that is located under the sidewalk on NW Camas Meadows Drive. The easement width varies between 12-feet to 14-feet from the back of sidewalk along the front facing lots on NW Camas Meadows Drive.
- A utility access and maintenance easement to the city, for the sanitary sewer system and the water distribution system, located within future Tract A, Tract B, Tract E, Tract G, Tract H, and Tract J.
- An access easement to the city for stormwater inspection purposes of the stormwater facilities located in Tract F.
- A 20-foot access easement, at the end of future private road Tract E, between future Lots 20 and 21 for access to these parcels.
- The private stormwater system: including the conveyance system, catch basins, and treatment and detention, which are located in Tract A, Tract B, Tract C, Tract E, Tract F, Tract H, and Tract J are to be owned and maintained by the homeowners and/or Homeowners' Association with a right-of entry easement granted to the city for the purpose of inspection.
- The community STEP tanks located in Tract C, Tract G, and Tract J are to be owned and maintained by the homeowners and/or Homeowners' Association with a right-of entry easement granted to the city for the purpose of inspection.

Easements required as a condition of the Commercial development will be discussed in further detail under Site Plan Review Criterion C below in the staff report.

[Reservations]: There are no reservations proposed with the future development.

Staff recommends a condition of approval that prior to final plat approval, that all the necessary dedications and easements should be noted on the final plat.

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

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

Dimensional Standards and Setbacks

The parcels are zoned Mixed Use and must follow the dimensional standards per CMC 18.09.030 Table 1. The Mixed-Use zoning designation allows for 24 dwelling units per net acre and a minimum lot size of 1,800 square feet. There are no minimum lot width or depth requirements. The front yard setback must be a maximum of 10 feet, the minimum rear yard setback is 25 feet, and the side yard is 10 feet. The lot coverage is either 60% for a single story or 50% for two or more stories. There is no building height requirement.

The detached single-family homes are proposed on lots 20-56. Lots 20, 21, and 30-48 comply with the required Mixed-Use setbacks. However, lots 22-29 and 49-56 do not comply with the rear yard setback of 25 feet. The preliminary plat shows 18 feet.

Staff recommends a condition of approval that the rear yard setback for lots 22-29 and 49-56 be updated to 25 feet.

The townhomes are on lots 1-19 and 57-77. The townhomes are rear loaded with the garage at the rear of the building and the front door at the front of the building. The applicant's narrative on page 16 states the garages will be accessed via the alley. Therefore, the front door will be facing NW Camas Meadow's Drive which makes the street the front of the lot and the alley the rear of the lot. The setbacks do not reflect the correct lot orientation.

Staff recommends a condition of approval that the setbacks be updated on lots 1-19 and 57-77 to have a maximum front yard setback of 10 feet along NW Camas Meadows Drive and a 25-foot rear yard setback along the alley.

Each lot ranges between 2,000 square feet and 10,915 square feet. Staff finds the minimum lot size is met.

Each townhome and single-family dwelling will be two stories therefore the maximum lot coverage permitted is 50%. Staff recommends a condition of approval to this effect.

The total site gross acreage is 13.81. The commercial lot is 1.22 acres. Tract D and I are open space tracts that make up 0.37 acres. The total net acreage of the residential area is 12.22 which allows up to 293 units. There are 77 dwellings proposed, therefore staff finds the density is met.

FINDING: Staff finds the proposed lot sizes can conform to the requirements of Mixed-Use zoning as conditioned.

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

Landscaping

The proposal must comply with the applicable landscaping standards in CMC Chapter 18.13. The applicant has focused the planting areas on those around the perimeter of the site and within open space areas.

[Parking Lot Landscaping]:

Per CMC 18.13.060.A, all off-street parking areas are to be landscaped at all perimeters to include enough low shrubs to form a continuous screen that is opaque year-round and will be conditioned as such. Parking lots are landscaped at all perimeters and include one tree per six parking spaces per CMC 18.13.060.C. Staff finds wheel stops should be used adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F.

[Landscape Buffers]:

Per CMC 18.13.055(A) Table 1- *Landscape Buffers*, a 10-foot L3 landscape buffer is required for multi-family uses abutting business park zoned property and separated by a street, which applies to the project site’s southern property lines along the townhomes. Staff finds a landscape buffer is not required at the southern property lines along NW Camas Meadows Drive due to the proposed rear-loaded units along the street, which are intended to create and highlight a pedestrian friendly streetscape. The northern property line includes Single-Family Residences which do not require landscape buffering.

[Tree Density]:

A minimum of 20 tree units (TU) per net developable acre is required for new developments per CMC 18.13.051(A) Table 1 – *Required Tree Density* and should be incorporated into the overall landscape plan. The entire site is approximately 13.81 acres. Per CMC 18.03.040 “*developed/net acreage means the total acreage of a land use development exclusive of open space and critical areas.*” The open space and critical area tracts account for approximately .37 acres; therefore, the net developable acreage is 12.22 acres, requiring 244 TUs.

The Tree Plan indicates that there will be 149.5 TUs retained and 159 TUs proposed (140 street trees and 19 site trees) for a total of 308 TUs. There will be 1238 TUs removed due to tree health, location, and grading impacts. The replacement trees shall include a minimum of 60% native species and at least 50% evergreen per CMC 18.13.050.C.1. A condition is warranted.

Staff recommends a condition of approval that the tree plan should be followed. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City’s Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded prior to final acceptance per CMC 17.19.030.F.3. Street trees adjacent to lots should be installed prior to final occupancy or bonded for per CMC 17.19.030.F.4.

Parking

Per CMC 18.11.130, two parking spaces per single family dwelling or row house is required. The proposal for 77 single family and town home dwelling units includes a two-car garage. Staff finds the off-street parking standards are met.

Retaining Walls

CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be “set back a distance of one foot for every foot in height of a fence in excess of allowed height” per CMC 18.17.060.D and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition is warranted.

Signage

No signage is proposed with the development. Future signage will require a permit and compliance with CMC 18.15. A condition is warranted.

FINDING: Staff finds the applicant can meet the zoning code and land development regulations as proposed.

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

[Traffic Impact Analysis]:

Refer to Exhibit #24 – Camas Meadows Subdivision Traffic Impact Study, dated March 22, 2023, for the following discussion relating to traffic impacts.

Per CMC 18.18.040.E a Transportation Impact Analysis (TIS/TIA) may be required when a development will generate 200 or greater average daily trips (ADTs). Transportation impacts related to the Commercial Site are discussed in detail under Site Plan Review Criterion C below, of this staff report.

Based on the Transportation Impact Analysis (TIA), prepared by H. Lee & Associates, LLC, the proposed single-family residential development, both attached and detached, will generate a combined total of approximately 702 ADTs, which triggered the requirement for a TIA.

[Trip Generation and Distribution]:

Per the TIA, Table 4 – Trip Generation Summary. Using the 11th Edition ITE Trip Generation Manual and the applicable land-use codes (LUC), LUC 210 Single-family detached, and LUC 215 Single-family attached, the proposed development will generate the following ADTs:

- LUC 210, an average of 443 trips per day, with a total of 33 AM Peak Hour Trips (9 In / 24 out) and a total of 44 PM Peak Hour Trips (28 In / 16 out).
- LUC 215, an average of 259 trips per day, with a total of 17 AM Peak Hour Trips (5 In / 12 out) and a total of 21 PM Peak Hour Trips (9 In / 12 out).

[Level of Service]:

Level of service (LOS) analysis was conducted on the following intersections:

- NW Lake Road/NW Friberg-Strunk Street/SE 1st Street – Signalized
- NW Lake Road/NW Parker Street/NW Larkspur Street – Signalized
- NW Camas Meadows Drive/NW Payne Street – Roundabout

Unsignalized Intersections:

- NW Camas Meadows Drive/Business Park Driveway/Project Access (West)
- NW Camas Meadows Drive/Project Access (East)
- NW Lake Road/NW Friberg-Strunk Street/SE 1st Street
- NW Lake Road/NW Parker Street/NW Larkspur Street
- NW Camas Meadows Drive/NE Goodwin Road
- NW Camas Meadows Drive/NW Payne Street
- NW Lake Road/NW Payne Street

The level of service (LOS) study area intersections were analyzed to determine 2028 “Without Project” LOS, Table 3; and 2028 “With Project” LOS, Table 5. The 2010 Highway Capacity Manual procedures were used for the intersection operation analysis based on LOS. The range of criteria are based on an average delay of seconds per vehicle.

As shown on Table 3 – 2028 “Without Project” LOS Criteria in the TIA, the LOS criteria for signalized intersections ranged from ‘A’, which indicates little, if any delay, to ‘B’, which indicates an occasional approach phase is fully utilized. The unsignalized intersections ranged from LOS A to LOS C.

As shown on Table 5 – 2028 “With Project” LOS Criteria in the TIA, the LOS criteria for signalized intersections remained similar to ‘without project’, ranging from ‘A’, which indicates little, if any delay,

to 'B', which indicates an occasional approach phase is fully utilized. The unsignalized intersections ranged from LOS A to LOS C.

Per Table 5 – 2028 “With Project” Levels of Service, the intersections noted above, which are located within the study area will operate at acceptable levels with the Year 2028 build-out of the proposed development. **Staff Concurs.**

[Corner Sight Distance]:

Per the TIA, the site distance locations were measured from at all three future local access roads, turning left and right onto NW Camas Meadows Drive and turning left from NW Camas Meadows Drive onto the three future local access roads. NW Camas Meadows Drive has a posted speed limit of 35 MPH.

- The minimum corner sight distance for left-turn movements from a local road onto an arterial is 390-feet.
- The minimum corner sight distance for right-turn movements from a local road onto an arterial is 335-feet.
- The minimum sight distance for a left-turn movement from an arterial onto a local road is 285-feet.
- Per field measurements performed by the consultant at all future access locations, if the future vegetation is kept properly maintained, the corner sight distances can be met at all future locations and the sight-distance triangles should be verified during and at completion of construction.

Staff recommends a condition of approval that prior to final engineering plan approval, the sight-distance triangles are to be included on the street improvement plans and the landscape plans.

Staff recommends a condition of approval that prior to final plat approval, the sight-distance triangles are to be included on the final plat.

[First City of Vancouver Concurrency Review]:

After the pre-application meeting on December 1, 2022, the applicant was sent the Pre-Application meeting notes (**Exhibit #31**), which included a list of proportionate share intersections from the City of Vancouver, with the requirement to provide trip distributions through the identified intersections.

Based on the TIA, the proportionate share amounts for the intersection improvement projects in the City of Vancouver, which were identified with the pre-application meeting notes, are shown on Table 6 – Pro-Rata Share Contributions, and are as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
NE 192 nd Avenue & NE 13 th Street	\$400.00 per PM Peak Hour Trip	34	\$13,600.00
NE 192 nd Avenue & SE 34 th Street	\$150.00 per PM Peak Hour Trip	5	\$750.00

SE 192 nd Ave & WB SR-14 ramps	\$2,000 per PM peak hour trip	3	\$6,000.00
Total Proportionate Share Cost			\$20,350.00

A request was made by the applicant in the TIA requesting that the City of Vancouver (COV) approve payment of proportionate share fees "... based on the identified portion trip generation for each proposed use."

If supported by COV, Camas staff would support payment of proportionate share fees based on the proposed uses, as Phases 1 and 2 include both single-family attached and single-family detached, and Phase 3 is the commercial site for the project. However, the TIA does not include a breakdown of trip distributions based on the single-family residential development versus the commercial development.

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should submit an addendum to the March 22, 2023, TIA separating the single-family residential number of trips versus the commercial number of trips to allow for separate payment to the City of Vancouver of the proportionate share costs based on the phased uses; Phases 1 and 2, single-family detached and single-family attached.

Findings and Recommendations as Noted in the March 2023 TIA (Exhibit #24):

Staff concurs with the Findings and Recommendations discussed on Page 22 of the TIA, with the exception of the additional requirement from the City of Vancouver, to provide intersection Trip Distributions through the extend list of proportionate share intersections as noted below under the 'Second City of Vancouver Concurrency Review' section below.

[Second City of Vancouver Concurrency Review]:

Refer to Exhibit #40 – Email to Applicant regarding additional Proportionate Share Intersections, dated August 21, 2023.

The City of Vancouver was provided with the March 22, 2023, TIA for review. The original City of Vancouver comments provided for the pre-application meeting were prior to the adoption of the COV's *Section 30 Subarea Traffic Study*. This study was adopted by Vancouver City Council in January 2023 which was prior to the submittal of this application. The *Section 30 Subarea Traffic Study* identified a revised list of proportionate share intersections and the associated proportionate share fees. Upon review of the March 22, 2023, TIA, the City of Vancouver provided an updated proportionate share list of applicable intersections. The updated table includes the originally identified proportionate share intersections currently included in the March 22, 2023, TIA. The updated proportionate share intersection list is noted in the following table:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
137 th Ave – from NE 49 th St to Fourth Plain Blvd	\$3,000 per PM peak hour trip		
Fourth Plain Blvd & NE 152 nd Ave	\$333 per PM peak hour trip		
<u>Leiser</u> / St. Helens / MacArthur	\$2,000 per PM peak hour trip		
SE 176 th Ave & SE 20 th St	\$400 per PM peak hour trip		
NE 192 nd Ave & NE 13 th St	\$400 per PM peak hour trip		
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip		
192 nd Ave & SR-14 ramp terminals	\$2,000 per PM peak hour trip		
MacArthur Blvd & Andresen Rd Roundabout	\$2,285 per PM peak hour trip		
MacArthur Blvd & Devine Rd Roundabout	\$2,226 per PM peak hour trip		
Grove St / Columbia House Blvd / SR-14 WB off-ramp	\$600 per AM peak hour trip		
NE 172 nd Ave & NE 18 th St	\$300 per PM peak hour trip		
NE 179 th Place & NE 18 th St	\$900 per PM peak hour trip		
NE 187 th Ave & NE 18 th St	\$1,200 per PM peak hour trip		
NE 162 nd Ave & NE 9 th St	\$1,500 per PM peak hour trip		
NE 172 nd Ave & NE 9 th St	\$4,100 per PM peak hour trip		
NE 192 nd Ave & NE 9 th St	\$1,100 per PM peak hour trip		
NE 187 th Ave & SE 1 st St	\$ 1,100 per PM peak hour trip		
Total Proportionate Share Cost			\$XXXX

Based on the City of Vancouver’s second review, a revision to the March 22, 2023, TIA is to be submitted providing trip distributions through the intersections shown in the *Section 30 Subarea Traffic Study* table noted above.

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should submit an addendum to the March 22, 2023, TIA providing trip distributions through all of the proportionate share intersections identified in the *Section 30 Subarea Traffic Study* table provided by City of Vancouver. Said addendum should separate the single-family residential number of trips versus the commercial number of trips to allow for separate payment to the City of Vancouver of the proportionate share costs based on the phased uses; Phases 1 and 2, single-family detached and single-family attached.

Staff recommends a condition of approval that prior to final acceptance, the applicant should be required to pay the proportionate share amount of \$_____ for Phases 1 and 2 to the City of Vancouver, as identified in the updated *Section 30 Subarea Traffic Study* table provided by the City

of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amounts.

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

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

Provisions for maintenance of the privately owned facilities located on the Commercial development are discussed in detail under Site Plan Review Criterion C – ‘Stormwater’ and Criterion D – ‘Private Services and Utilities’ below in this staff report.

The Camas Meadows Hole 9 residential development has a number of Tracts that are privately owned and maintained by the homeowners and/or Homeowners’ Association (HOAs). The Tracts include private road/access Tracts A, B, E, H, and J; parking lot Tract C; Open Space Tracts D and I; Stormwater Tract F; and community STEP tanks that are located within Tracts C, D, G, and J. All Tracts are to be privately owned and maintained by the homeowners and/or Homeowners’ Association (HOA).

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

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

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

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

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

Title 18 Zoning

Chapter 18.18 Site Plan Review (SPRV23-03)

18.18.060 - Criteria for approval. The city shall consider approval of the site plans with specific attention to the following:

This site plan review section will address the commercial component of the proposal.

A. *Compatibility with the city’s comprehensive plan;*

Comprehensive Plan

The subject property is designated as Commercial in the City’s Comprehensive Plan, which includes the Mixed Use (MX) zone designation.

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

- LU-2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.

- LU-5: 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.
- LU-5.1: Mixed-use developments should be unique to the area in which they are located and encourage small business development, a mix of housing types to ensure affordability, and pedestrian and transit connections, and designed to be sensitive to the natural environment.
- LU-5.2: Ensure that the development of mixed-use areas is oriented to the public street and is scaled and designed to be compatible with surrounding land uses.
- H-1.5: Ensure that housing in mixed-use buildings (or developments) will complement the commercial and retail portion of the development and increase local family-wage jobs.

The proposed commercial building will help accommodate the projected employment growth through the utilization of existing land. The proposed commercial building will provide an opportunity for employment, a mix of uses for the area, and reduce car trips due to the proximity to the dwellings of this mixed-use development.

FINDINGS: Staff finds that the proposed project is compatible with and complements the Comprehensive Plan.

B. Compliance with all applicable design and development regulations;

Setbacks

The parcel is zoned Mixed Use and must follow the dimensional standards per CMC 18.09.030 Table 1. The Mixed-Use zoning designation allows for the front yard setback to be a maximum of 10 feet, the minimum rear yard setback to be 25 feet and the side yard to be 10 feet. The lot coverage is either 60% for a single story or 50% for two or more stories. There is no building height requirement.

The commercial building is proposed to be a restaurant/brewery. The building is setback 10 feet from the front yard, 10 feet from the east side yard, and more than 10 feet from the west side yard. The building is setback 25 feet from the rear yard facing the golf course. The 6,600 square foot, one story, commercial building covers less than 60% of the lot. Staff finds the setbacks are met for the commercial building.

Landscaping

The proposal must comply with the applicable landscaping standards in CMC Chapter 18.13 *Landscaping*.

[Street Trees]:

CMC 17.19.030.F.1 requires one 2-inch diameter street tree every 30 linear feet. The applicant has provided street trees along NW Camas Meadows drive and therefore staff finds the requirement has been met.

[Parking Lot Landscaping]:

Per CMC 18.13.060.A, all off-street parking areas are to be landscaped at all perimeters to include enough low shrubs to form a continuous screen that is opaque year-round and will be conditioned as such. Parking lots should include a minimum of one tree per six spaces per CMC 18.13.060.C. Based on the proposed 66 on-street parking spaces, 11 parking lot trees are required and have been provided. The proposed landscape plan provides planter islands located at the end and within each row of parking stalls. Wheel stops should be used adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F.

[Landscape Buffers]:

Per CMC 18.13.055(A) Table 1- *Landscape Buffers*, a 5-foot L2 landscape buffer is required for commercial uses abutting business park zoned property that is separated by a street, which applies to the commercial buildings southern property line. The applicant has provided 10 feet of L2 along the parking area; however, the shrubs and trees do not extend along the building. Therefore, staff recommends a condition of approval that the applicant update the landscape plan to provide a 5-foot L2 buffer along the building’s southern side facing NW Camas Meadows Drive.

The eastern boundary of the commercial building abuts a mixed-use zone which falls under the commercial zone. A commercial use abutting a commercial zone requires a 5-foot L1 buffer. However, if a commercial use abuts a residential zone, which is the proposed use to the east, then a 10-foot L3 buffer is required. The applicant has provided the 10-foot L3 buffer and a 6-foot-tall fence. Staff finds that the landscape buffer has been exceeded to meet the intent of landscape buffering between commercial and residential uses.

To the north is the golf course zoned Light Industrial/Business Park which requires a 5-foot L2 landscape buffer because a commercial use abuts a Business Park zone. However, on page 34 of the narrative, the applicant explains that the golf course and restaurant are compatible uses. The intent of the landscape buffer is to buffer incompatible uses. The business park site consists of a golf course, not a business park development. Therefore, staff finds the L2 landscape buffer does not meet the intent of CMC 18.13.055 and should not be required. Staff finds the applicant may utilize ground cover instead of shrubs and trees along the northern boundary of the commercial lot.

[Parking]:

Per CMC 18.11.130, two parking spaces per single-family dwelling or row house are required. The proposal for 77 single-family dwellings and town homes includes two-car garages. The proposal also includes a restaurant that requires 1 space per 100 square feet, therefore the restaurant requires 66 parking spaces. The applicant has provided 66 parking spaces. Staff finds the off-street parking standards are met.

[Retaining Walls]:

CMC 18.17.060 allows for retaining walls up to 6 feet, unless approved by the Director. Exterior retaining walls facing the public right-of-way will be required to be “set back a distance of one foot for every foot in height of a fence in excess of allowed height” per CMC 18.17.060.D. and provide additional landscaping consisting of groundcover, shrubs, and trees. A condition is warranted.

FINDINGS: Staff finds the criteria can be met subject to the conditions of approval.

- 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;***

Roads

The proposed project is to meet the requirements of CMC 17.19.040.B Streets and the Camas Design Standards Manual (CDSM).

Refer to Exhibit #37 – Updated Development Plans, Preliminary Site Plan, Sheet P3.2, dated August 3, 2023, for the following discussion relating to roads.

[Private Roads]:

Per the Camas Design Standards (CDSM) Table 1 – Guidelines for Geometry of a Private Roadway, Note 2.c Drive aisles dimensions for a one-way aisle is to be a minimum of 15-feet-wide; two-way drive aisles are to be a minimum of 24-feet-wide.

Per the preliminary site plan for the commercial development, the access road to the site, which begins at the western end of future NW A Drive, is shown to be 24-feet of paved surface from face-of-curb to face-of-curb. Additionally, the drive aisles widths throughout the parking lot are a minimum of 24-feet-wide, except for adjacent to the recycling and trash enclosure.

As shown on the preliminary site plans the vehicular access within the parking lot meets the minimum standards as required per Table 1, Note 2.c.

[Refuse and Recycling]:

Camas is responsible for refuse pickup and Waste Connections is responsible for recycling pickup. The maximum size of refuse containers is 2 cubic yards. If the applicant is anticipating containers in excess of 2 cubic yards, provisions are to be made with Waste Connections for pick up of both refuse and recycling. Additionally, Waste Connections may require a different location, enclosure sizing, and accessibility clearances to said enclosure.

Staff recommends a condition of approval that prior to final engineering plan approval for the commercial development that the applicant should confirm with the service providers for refuse/recycling that the enclosure sizing and location on site is accessible.

Traffic and Transportation:

Per CMC 18.18.040.E a transportation impact analysis (TIA) may be required when a development generates 200 or greater average daily trips (ADTs).

Refer to Exhibit #24 – Camas Meadows Subdivision Traffic Impact Study, dated March 22, 2023, for the following discussion relating to traffic and transportation.

Based on the transportation impact analysis (TIA), prepared by H. Lee & Associates, LLS, the proposed Commercial development will generate approximately 253 average daily trips (ADTs), with pass-by trips factored into the ADTs. Without the pass-by trips, the Commercial site will generate approximately 443 ADTs, which triggered the requirement for a TIA.

[Trip Generation and Distribution]:

Per the TIA, Table 4 – Trip Generation Summary. Using the 11th Edition ITE Trip Generation Manual and the applicable land-use code (LUC), LUC 975 Drinking Place, the proposed development will generate the following:

- Without Pass-By-Trips: LUC 975, an average of 443 trips per day, with no AM trips due to hours of operation and a total of 74 PM Peak Hour Trips (49 In / 25 out), prior to factoring in percentage of pass-by-trips.
- With Pass-By-Trips: LUC 975, an average of 253 trips per day, with no AM trips due to hours of operation and a total of 42 PM Peak Hour Trips (33 In / 9 out), after factoring in percentage of pass-by-trips.
 - Pass-By-Trips are shown to be 43%, based on LUC 938 for a reduction of 190 ADTs.
 - However, LUC 938 is a Coffee/Donut Shop, Drive-thru, No Indoor Seating, which is not indicative of the proposed Brew Pub, and this LUC has an 83% Pass-By-Trips.

If the applicant is proposing to factor Pass-By-Trips into the equation for the Brew Pub, LUC 932 High-Turnover, Sit-Down Restaurant would more closely resemble and provides support for the 43% Pass-By-Trips for the PM Peak Hour. Staff supports the 43% Pass-By-Trips reduction as shown on Table 4, page

15 of the TIA. However, Table 4 needs to be revised to reference the corrected land-use code (LUC 932 instead of LUC 938).

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant is to revise and resubmit the March 2023 TIA, with updates using a LUC for Pass-By-Trips that more closely resembles the proposed use for the Commercial Development. Staff would support the LUC 932 High-Turnover, Sit-Down Restaurant.

[First City of Vancouver Concurrency Review]:

After the pre-application meeting on December 1, 2022, the applicant was sent the Pre-Application meeting notes (**Exhibit #31**), which included a list of proportionate share intersections from the City of Vancouver, with the requirement to provide trip distributions through the identified intersections.

Based on the TIA, the proportionate share amounts for the intersection improvement projects in the City of Vancouver, which were identified with the pre-application meeting notes, are shown on Table 6 – Pro-Rata Share Contributions, and are as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
NE 192 nd Avenue & NE 13 th Street	\$400.00 per PM Peak Hour Trip	34	\$13,600.00
NE 192 nd Avenue & SE 34 th Street	\$150.00 per PM Peak Hour Trip	5	\$750.00
SE 192 nd Ave & WB SR-14 ramps	\$2,000 per PM peak hour trip	3	\$6,000.00
Total Proportionate Share Cost			\$20,350.00

A request was made by the applicant in the TIA requesting that the City of Vancouver (COV) approve payment of proportionate share fees “... based on the identified portion trip generation for each proposed use.”

If supported by COV, Camas staff would support payment of proportionate share fees based on the proposed uses, as Phases 1 and 2 include both single-family attached and single-family detached, and Phase 3 is the commercial site for the project. However, the TIA does not include a breakdown of trip distributions based on the single-family residential development versus the commercial development.

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should submit an addendum to the March 22, 2023, TIA separating the single-family residential number of trips versus the commercial number of trips to allow for separate payment to the City of Vancouver of the proportionate share costs based on the phased uses; Phases 1 and 2, single-family detached and single-family attached.

Findings and Recommendations as Noted in the March 2023 TIA (Exhibit #24):

Staff concurs with the Findings and Recommendations discussed on Page 22 of the TIA, with the exception of the additional requirement from the City of Vancouver, to provide intersection Trip Distributions through the extend list of proportionate share intersections as noted below under the ‘Second City of Vancouver Concurrency Review’ section below.

[Second City of Vancouver Concurrency Review]:

Refer to Exhibit #40 – Email to Applicant regarding additional Proportionate Share Intersections, dated August 21, 2023.

The City of Vancouver was provided with the March 22, 2023, TIA for review. The original City of Vancouver comments provided for the pre-application meeting were prior to the adoption of the COV’s *Section 30 Subarea Traffic Study*. This study was adopted by Vancouver City Council in January 2023 which was prior to the submittal of this application. The *Section 30 Subarea Traffic Study* identified a revised list of proportionate share intersections and the associated proportionate share fees. Upon review of the March 22, 2023, TIA, the City of Vancouver provided an updated proportionate share list of applicable intersections. The updated table includes the originally identified proportionate share intersections currently included in the March 22, 2023, TIA. The updated proportionate share intersection list is noted in the following table:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
137 th Ave – from NE 49 th St to Fourth Plain Blvd	\$3,000 per PM peak hour trip		
Fourth Plain Blvd & NE 152 nd Ave	\$333 per PM peak hour trip		
<u>Leiser</u> / St. Helens / MacArthur	\$2,000 per PM peak hour trip		
SE 176 th Ave & SE 20 th St	\$400 per PM peak hour trip		
NE 192 nd Ave & NE 13 th St	\$400 per PM peak hour trip		
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip		
192 nd Ave & SR-14 ramp terminals	\$2,000 per PM peak hour trip		
MacArthur Blvd & Andresen Rd Roundabout	\$2,285 per PM peak hour trip		
MacArthur Blvd & Devine Rd Roundabout	\$2,226 per PM peak hour trip		
Grove St / Columbia House Blvd / SR-14 WB off-ramp	\$600 per AM peak hour trip		
NE 172 nd Ave & NE 18 th St	\$300 per PM peak hour trip		
NE 179 th Place & NE 18 th St	\$900 per PM peak hour trip		
NE 187 th Ave & NE 18 th St	\$1,200 per PM peak hour trip		
NE 162 nd Ave & NE 9 th St	\$1,500 per PM peak hour trip		
NE 172 nd Ave & NE 9 th St	\$4,100 per PM peak hour trip		
NE 192 nd Ave & NE 9 th St	\$1,100 per PM peak hour trip		
NE 187 th Ave & SE 1 st St	\$ 1,100 per PM peak hour trip		
Total Proportionate Share Cost			\$XXXX

Based on the City of Vancouver’s second review, a revision to the March 22, 2023, TIA is to be submitted providing trip distributions through the intersections shown in the *Section 30 Subarea Traffic Study* table noted above.

Staff recommends a condition of approval that prior to final engineering plan submittal, the applicant should submit an update to the March 22, 2023, TIA providing trip distributions through all of the proportionate share intersections identified in the *Section 30 Subarea Traffic Study* table provided by City of Vancouver.

Staff recommends a condition of approval that prior to building permit approval, the applicant for the commercial phase, Phase 3, should be required to pay the proportionate share amount of \$_____ to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount for Phase 3.

FINDING: Staff finds that the development, as conditioned, can and will meet the requirements of the Camas Design Standards Manual (CDSM) for Traffic and Transportation.

Sanitary

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

There is an existing 10-inch PVC Class 200 sanitary sewer force main, located on the north side of NW Camas Meadows Drive.

Refer to Exhibit #37 – Updated Development Plans, dated August 3, 2023, for the following discussion relating to sanitary.

[Onsite Private Sanitary Sewer System]:

The preliminary utility plans, show an onsite pressure sewer system with a commercial STEP tank to serve the commercial building. The onsite pressure sewer system is completely separate from the sanitary sewer force main system proposed for the residential development. The commercial sewer system is shown to tap off the existing 10-inch sewer force main in NW Camas Meadows Drive and extend onto the site to a commercial STEP tank with a lateral from the STEP tank to serve the future commercial building. The commercial STEP tank is shown to be located in the paved parking lot between the future commercial building and the existing sidewalk along the frontage on NW Camas Meadows Drive. STEP tanks located within a paved surface, are to have traffic rated access lids and risers. The applicant is responsible for sizing the STEP tanks for the proposed uses.

Per CMC 13.62.080 Landscaping. Under no circumstances will STEP users be permitted to cover any portion of the riser lids to the access chambers of the septic tanks associated with the sewer system. The riser lid to the access chamber shall be accessible at all times to insure proper and timely emergency and/or maintenance response to the system. Accessible shall mean visible to the naked eye and with a minimum distance of one-inch separation from the top of the riser lid to the adjacent ground surface. The riser lids to the chamber shall be accessible at all times to insure proper and timely emergency and/or maintenance response to the system.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant should be required to submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:

- The proposed STEP tank, located within paved surface, is to be designed with traffic rated access lids and risers.
- The applicant is responsible for sizing the STEP tank for future use. Specifications, design, and calculations for sizing the STEP tank are to be submitted to the city review and approval prior to installation.

Per CMC 13.62.B "All STEP systems commercial, industrial, and other nonresidential properties shall be owned by the owner of the subject property, except for the service box at the point where the STEP system connects to the city sanitary sewer system, which shall be owned by the city. The owner shall be responsible for maintaining all components of the STEP system and its ownership and shall be responsible for pumping the STEP tank as needed and for disposing of the waste in an approved manner. The owner shall further be responsible for paying all electrical costs associated with the operation of the STEP system."

Per CMC 17.19.040.C.2.d sanitary easements will be granted to the city of Camas as required for inspections purposes, however, outside of the right-of-way the onsite sanitary sewer system and all its

components, including the STEP tanks, are to be privately owned and maintained by the applicant and/or property owners.

Staff recommends a condition of approval that prior to final engineering plan approval a note is to be added to the sanitary sewer utility plans stating, "All components of the onsite private sanitary sewer system, including the STEP tank shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes."

FINDING: Staff finds that, as conditioned, the applicant can and will provide sanitary sewer improvements consistent with CMC 17.19.040.C.2 and the City's Design Standards Manual (CDSM).

Storm Sewer

17.19.040.C.3 Storm Drainage. The proposed project is to meet the requirements of CMC 14.02 Stormwater Control, CMC 17.19.040.C.3, and the Camas Design Standards Manual (CDSM).

Refer to Exhibit #26 – Stormwater Technical Information Report, dated March 2023, and Exhibit #37 Updated Development Plans, for the following discussion relating to storm drainage.

The total proposed development site is comprised of seven (7) individual parcels, which per the Clark GIS Property Information website is approximately 13.81 Acres (601,563.60 SF) in size. The proposed commercial portion of the project is approximately 1.25 Acs (54,450 SF) in size.

Per CMC 14.02 Stormwater Control, stormwater treatment and detention shall be designed in accordance with the latest edition of Ecology's SWMMWW.

Per Ecology's Stormwater Management Manual for Western Washington (SWMMWW) Figure 1-3.1: Flow Chart for Determining Requirements for New Development, if the project results in 5,000 SF or more greater, of new plus replaced hard surface area, minimum requirements #1-#9 will apply. The proposed commercial development will result in greater than 5,000 square feet of hard surfaces, therefore Minimum Requirements (MR) #1-#9 apply.

A Preliminary Stormwater Technical Information Report (PTIR) was prepared by AKS Engineering & Forestry, LLC, submitted with the application. The PTIR and is discussed in detail in *Chapter 17.11 Subdivisions, under Criteria D*, with the exception of those conditions that are discussed below, which are specific to the commercial development.

The preliminary stormwater plans show that the parking lot is sloped such that all surface water runoff flows to two onsite mechanical filter catch basins, an underground detention vault, a flow control manhole, which ultimately discharges to a stormwater outfall/flow spreader system. Additionally, a stormwater lateral is provided for the roof downspouts from the commercial building, which drains directly to the underground detention vault. The onsite stormwater system is located in the north-to-northwest corner of the commercial development.

Per CMC 17.19.040.C.3 Ownership and maintenance of onsite stormwater facilities will be the responsibility of the property Owner and the City shall have right-of-entry for inspection purposes.

Staff recommends a condition of approval that prior to final engineering plan approval a note should be added to the stormwater plans stating: "All components of the onsite stormwater system shall be owned and maintained by the applicant/property owner, with right-of-entry granted to the city for inspections purposes."

FINDING: Staff finds that, as conditioned, the applicant can and will provide water system improvements consistent with CMC 17.19.040.C.3 and the City's Design Standards Manual (CDSM).

Water

Provisions for a water distribution system are required per CMC 17.19.040.C.4 Water System and the Camas Design Standards Manual (CDSM).

Refer to Exhibit #37 Updated Development Plans, for the following discussion relating to the water distribution system.

There is an existing 12-inch ductile iron water main located under the sidewalk along the frontage of the proposed development on NW Camas Meadows Drive.

[Onsite Private Water System]:

The preliminary composite utility plans dated August 3, 2023, propose tapping the existing 12-inch water main and extending a 4-inch water main onsite to serve the fire line, fire hydrant, and the FDC. Fire hydrants require a minimum 6-inch ductile iron water line for the hydrant leg. A separate domestic water line to serve the commercial building, which includes an onsite brewery and pub, is not shown on the preliminary utility plans.

The proposed commercial development requires a separate domestic water line, a domestic water meter, and an above-ground reduced pressure backflow assembly (RPBA). The RPBA is to be located behind the water meter and is to be accessible for inspections and testing.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant should be required to submit revised onsite water utility plans for review and approval with the following changes:

- A minimum 6-inch domestic water line to serve the proposed commercial building and the onsite fire hydrant.
- The proposed size of the domestic water meter.
- An above-ground reduced pressure backflow assembly (RPBA), which is to be located behind the water meter and is to be accessible for inspections and testing.

Per CMC 13.32.080 Backflow prevention devices shall be inspected and tested at least annually, by an authorized representative. Inspection reports are to be submitted to the city. If a device is found to not be in satisfactory operating condition, the connection between the city water supply and the system shall be severed immediately or city water service may be discontinued without notice.

Per CMC 17.19.040.C.4.d. Landscaping and open spaces require a separate irrigation meter and backflow prevention device. The owner of the property is responsible for payment of all fees associated with the installation of the meter and water usage.

The preliminary landscaping plans show a point of connection (POC) for irrigation; however, the size of the landscape irrigation meter is not shown on the plans. Nor is the location or size of the irrigation meter shown on the preliminary water utility plans.

Staff recommends a condition of approval that prior to final engineering plan approval, the water utility plans, and the landscape plans, are to be submitted with the location and size of the irrigation meter and backflow prevention device.

Per the CDSM, a separate fire line is required, unless otherwise approved by the Fire Marshal. The preliminary water utility plans show the location of the fire line, the FDC, and the onsite fire hydrant.

Per fire code, the FDC is to be within 75-feet of a fire hydrant. The proposed onsite fire hydrant as shown is approximately 90-feet from the new proposed fire hydrant.

Staff recommends a condition of approval that prior to final engineering plan approval the applicant is to submit revised water utility plans with the FDC located within 75-feet of the onsite fire hydrant.

The fire line location and FDC are to be shown on the water utility plans for informational purposes, with Fire Department Connection (FDC) located within 75-ft. of a fire hydrant, per fire code. Plans for the fire line are to be submitted to the Fire Marshall's office for the NFPA24 Fire Main Underground Permit prior to any fire line installation beyond the right-of-way. All private fire hydrants are to be ordered from the factory and painted powder coated red.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to submit water utility plans with the following revisions to the fire line water system:

- A note is to be added to the water utility plans stating, "All components of the onsite private water system and fire line, including FDCs and fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes."
- A note is to be added to the water utility plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."

FINDING: Staff finds that the development, as conditioned, can and will meet the requirements of CMC 17.19.040.C.4 and the Camas Design Standards Manual (CDSM) for Water.

Erosion Control

Per CMC 14.06 Erosion and Sediment Control and CMC 17.21.030 Land-disturbing activities greater than one acre, will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 Land-disturbing Activities and CMC 14.06 Erosion and Sediment Control.

Refer to Exhibit #37 Updated Development Plans, for the following discussion relating erosion control.

The proposed Commercial site, shown as Phase 3, is located in the north end of the northern most parcel and is approximately 1.25 acres (54,450 sf) in size.

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. Preliminary erosion and sediment control plans were submitted with the application.

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

Per CMC 17.21.030.C Construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project.

At time of construction, the city may require construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.

Per CMC 14.06.200 and CMC 17.21.030.B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required prior to any land-disturbing activities of one acre or more.

If the commercial development, Phase 3, is developed separately from the residential development, Phases 1 and 2, financial security for erosion control is to be submitted to the city prior to the start of any land-disturbing activities on the commercial site.

The applicant is required by Ecology to include the entire site in the Notice of Intent that is submitted for the *NPDES General Construction Stormwater Permit (GCSWP)*, regardless of construction phasing. Additionally, the *Stormwater Pollution Prevention Plan (SWPPP)*, which is a requirement of the NPDES GCSWP permit, should be applicable to all three phases of the proposed development.

Staff recommends a condition of approval that prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

Staff recommends a condition of approval that prior to any land-disturbing activities, which includes tree cutting, clearing and grading; an approved set of final engineering plans, including the erosion prevention and sediment control measures is required.

FINDING: Staff finds that the proposed project can or will meet the requirements for erosion control per CMC 14.06 and the City's Design Standards Manual (CDSM).

FINDINGS: Staff finds that adequate provisions can or will be made for roads, sanitary, storm sewer, water, and erosion control improvements that will be consistent with City requirements.

D. Adequate provisions are made for other public and private services and utilities, parks and trails;

Public and Private Utilities

[Public Utilities]:

There are not any public utilities required for the commercial development.

[Private Services and Utilities]:

All private utilities, including power, phone, cable, etc. are to be installed underground, per CMC 8.52.040.

The applicant is proposing to install pole mounted lights within the parking lot and wall mounted lights on the building. The applicant and/or property owners will be responsible for maintenance of all onsite lighting as noted.

The applicant and/or property owners shall be responsible for maintenance of all on-site private improvements: including but not limited to the private water and fire line system; the private sanitary sewer system, including the STEP tank; the on-site stormwater system, including collection, conveyance, treatment, and detention; the parking areas; pedestrian pathways; any retaining walls; lighting for parking lots and building exteriors; and landscaping.

[Street lighting]:

LED street lighting shall be installed along all street frontages in accordance with Camas Design Standards Manual (CDSM).

Street lighting currently exists along NW Camas Meadows Drive. The applicant is not required to install additional street lighting along NW Camas Meadows Drive.

Parks and Trails

There are no city requirements for parks, trails or other public improvements associated with the development of this property.

FINDING: Staff finds that the applicant can or will make provisions for adequate maintenance of the private improvements as conditioned.

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

The applicant is not required to construct any new public utilities for the proposed commercial development.

FINDING: Staff concurs that adequate provisions will or can be made for maintenance of public utilities.

F. All relevant statutory codes, regulations, ordinances and compliance with the same. The review and decision of the city shall be in accordance with the provisions of CMC Chapter 18.55;

FINDING: As discussed throughout this staff report, and as conditioned, this proposal can or will meet all relevant codes, regulations, ordinances and other requirements as identified herein.

Chapter 18.19 Design Review (DR23-03)

Design Review Committee member attendees: Dawn Redmond, Ed Fischer. Excused: Casey Wycoff, Kevin Breuner, Geoerl Niles, and Whitney Henion

Design Review is required for new developments within the mixed-use zone per CMC 18.19.020 and therefore the mixed-use development proposal is subject to the applicable design review standards in CMC 18.19.050.A Standard Principles and CMC 18.19.050.B.2 & 3.b Specific Principles for Commercial and Multi-Family Uses and the guidelines in the Camas Design Review Manual “DRM”. As such, a Design Review Committee (DRC) public meeting was held on August 1, 2023, to review the proposal and recommend conditions or other actions necessary for compliance with the Design Review Manual.

Standard Principles:

Landscaping and screening, integration, or natural features of the property, building design, and integration of historic elements.

Landscaping and fencing are provided along the site’s perimeter to provide a visual screen and buffer with the adjacent uses and the street right-of-way. Perimeter landscaping and fencing are discussed in further detail under Criterion B of the Site Plan Review and Criterion 6 of the Subdivision section of this report. Any landscape, parking lot, or building lighting should be directed, hooded, or shielded away from surrounding properties. There are trees on site that are proposed to be retained if feasible.

The residential units will incorporate a variety of grey-toned siding with windows. The commercial building will consist of similar colors and utilize larger windows and metal to integrate the building into the surrounding area. The committee recommended bike parking near the commercial building to encourage alternate transportation due to the proximity of the residential to the restaurant. Therefore, staff recommends a condition of approval to require bike parking near the commercial building.

Specific Principles:

Commercial and Mixed Uses

The commercial building will consist of a restaurant and brew pub which will be located along NW Camas Meadows Drive. The parking will be located in the interior and surrounded by landscaping and screening. The one-story building is sized to be integrated into the surrounding residential uses and golf course. The walls are broken up with a variety of architectural features.

Multi-Family Use Principles: Townhomes and Rowhouses

The townhomes define the streetscape by fronting NW Camas Meadows Drive and providing alley-loaded units. The units will incorporate the same colors and materials as the detached single-family homes to create a seamless appearance.

FINDING: The Design Review Committee and staff found the proposed development is generally in compliance with the Design Review Manual, and applicable design principles and guidelines of CMC Chapter 18.19 as conditioned.

Chapter 18.43 Conditional Use Permit (CUP23-01)

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;*

DISCUSSION: The applicant is seeking conditional use approval for the proposed rowhouses and restaurant. The entire proposal includes 77 lots with detached and attached (rowhouses) single-family residences. There will also be a 6,600 square-foot restaurant and brewery. Per CMC 18.07.030 Table 1 – Commercial Uses, a conditional use permit is required for rowhouses and restaurants in the mixed-use zone.

FINDING: To the east of the site is a golf course clubhouse with a restaurant. Further east along NW Camas Meadows Drive are several rowhouses that are similar to the ones proposed. Staff finds that due to similar uses within the vicinity, the uses will not be materially detrimental to the public welfare or injurious to the property within the vicinity.

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;*

FINDING: As discussed in the subdivision and site plan review section, the development standards in the Mixed-Use zoning can comply as conditioned.

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

FINDING: As discussed above in Section A, there are similar and compatible uses within the vicinity in terms of traffic, pedestrian circulation, density, building, and site design.

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;*

FINDING: The applicant has provided additional landscaping to buffer the commercial use with the residential uses. The parking area is landscaped at all perimeters to not interfere with the residential uses. The restaurant building is single-level and has similar colors and materials to the residences. The rowhomes have the same architectural features and colors as the detached single-family homes. The townhomes along NW Camas Meadows Drive are alley-loaded with the front doors facing the street which match the detached residences on the opposite side of the alley. Staff finds the applicant has taken appropriate measures to minimize impacts to the area.

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

FINDING: As discussed in the subdivision and site plan review criteria, the townhomes and restaurant meet the comprehensive plan policies.

- 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.***

FINDING: Staff finds the proposal can meet the criteria subject to the conditions in this staff report.

PUBLIC COMMENTS

As of the writing of this staff report, staff received two written public comments from the Department of Fish and Wildlife (Exhibit 41) regarding oak mitigation and one from the City of Vancouver (Exhibit 40) regarding traffic. The comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that Camas Meadows Hole 9 Mixed Use Development (CUP23-01) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the of Camas Meadows Hole 9 Mixed Use Development (CUP23-01) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared in accordance with CMC 17.01.020, CMC 17.19.010, CMC 17.19.040, and the City of Camas Design Standards Manual (CDSM).
2. The engineering site plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development (CDEV) Engineering Department for review and approval. Submittal requirements for first review are as follows:
 - a. Submit four (4) full size sets and one (1) half size set of plans.
 - b. Submit one (1) electronic version of the final (TIR) stormwater report. Do not submit any hard copies of the Final TIR.
 - c. Submit a stamped preliminary engineer's estimate, based on the decision.
3. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process. The PR fees are based on the engineer's estimate and will be provided by the engineering staff.
 - b. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant. The CI fees due will be provided by the engineering staff.
 - c. Under no circumstances will the applicant be allowed to begin construction, which includes all land-disturbing activities, prior to construction plan approval.
4. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.

5. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
6. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
 - a. All designs will be in accordance with applicable City codes.
 - b. The maintenance of the entrance structure will be the responsibility of the homeowners.
7. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, streetlights, and associated appurtenances are installed.
8. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
9. A draft street lighting plan shall be submitted to development engineering for review prior to final plan submittal to Clark Public Utility.
10. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, traffic control markings, and gate and controller for the improved subdivision.
11. Prior to any land-disturbing activities of an acre or more, the applicant shall submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan (SWPPP)*, which is required as a component of the NPDES GCSWP permit.
12. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit financial security for Erosion and Sediment Control (ESC) in the amount of 200% of the cost for erosion control measures, per CMC 17.21.030.B and CMC 14.06.200. The amount for the ESC financial security will be provided by CDev Engineering.
13. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
14. Staff finds a condition of approval is warranted that if potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.
15. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
16. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final plat.
17. Accessory dwelling units shall not be precluded from in the CC&R's.
18. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
19. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).

- a. As-builts are to be submitted in both PDF and in either AutoCad or Carlson formats.
 - b. The original approved and signed by the city engineering cover sheet is to be included with the as-builts.
 - c. The as-builts are to be a complete set of plans, including detail sheets.
20. Final plat submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
21. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance.
- a. Building permit applications for any other residential buildings will not be accepted until after final acceptance is issued.
22. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
23. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items that are listed in 17.21.070.B-C are complete.
24. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three (3) years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
25. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.

Special Conditions of Approval (SUB23-01):

Prior to Final Engineering Plan Submittal:

Engineering:

26. The applicant shall submit an addendum to the March 22, 2023, TIA separating the single-family residential number of trips versus the commercial number of trips to allow for separate payment to the City of Vancouver of the proportionate share costs based on the phased uses; Phases 1 and 2, single-family detached and single-family attached.
27. The applicant shall submit an addendum to the March 22, 2023, TIA providing trip distributions through all of the proportionate share intersections identified in the *Section 30 Subarea Traffic Study* table provided by City of Vancouver. Said addendum should separate the single-family residential number of trips versus the commercial number of trips to allow for separate payment to the City of Vancouver of the proportionate share costs based on the phased uses; Phases 1 and 2, single-family detached and single-family attached.

Prior to Final Engineering Plan Approval:

Planning:

28. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval.
- a. Street trees utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval.

- b. Wheel stops should be used adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F.
 - c. The replacement trees shall include a minimum of 60% native species and at least 50% evergreen per CMC 18.13.050.C.1.
 - d. All off-street parking areas are to be landscaped at all perimeters to include enough low shrubs to form a continuous screen that is opaque year-round.
 - e. CMC 17.19.030.F.1 requires one 2-inch diameter street tree every 30 linear feet.
 - f. The landscape plan shall be updated to provide a 5-foot L2 buffer along the commercial building's southern side facing NW Camas Meadows Drive.
 - g. Landscape irrigation shall be shown on the final engineering plans.
 - h. The tree plan shall be followed.
29. Any landscape, parking lot, or building lighting should be directed, hooded, or shielded away from surrounding properties.
30. The applicant shall submit a final mitigation plan per CMC 16.51.180 that meets the WDFW requirements prior to engineering plan approval.
31. Detailed construction drawings per CMC 16.53.050.E.3 of the on and off-site oak mitigation are submitted to the City for review and approval.
32. The applicant shall submit an updated geotechnical report conducted by a qualified professional that includes geotechnical evaluations, assessments, impacts, and recommendations CMC 16.59.060.
33. Retaining walls shall comply with CMC 18.17.060.

Engineering:

Water

34. The water utility plans shall be revised to provide an 8-inch water main located in Tract A, Tract B, and Tract H, to serve Lots 1-19 and Lots 57-74, unless otherwise approved by the Utility Manager during the final engineering plan review process.
35. The final utility plans shall be revised to include a section of water main extended north at the intersection of NW 78th Avenue to be located Tract J (future private road) to provide the following:
- a. A minimum 1-inch water service and meter box to each of future Lots 75, 76, and 77 at the property lines.
 - b. Additionally, the final utility plans are to locate the water service and meter box for future Lot 30 on the north side of NW A Drive at the property line for Lot 30.
37. The applicant shall submit revised utility plans to include the location of an onsite water sampling station.
38. The applicant shall submit revised water utility plans and landscape plans showing the locations of all proposed irrigation services and the size of each irrigation meter.

Storm Drainage

39. The applicant shall submit a complete set of stormwater plans with sizing of conveyance piping, laterals, and manholes for review and approval, per MR #1.

40. The applicant shall submit a revised stormwater plan that includes limiting impacts from surface water runoff from Lots 30-48. Said plan should ensure that the adjacent properties and/or downstream drainageways are not negatively affected by surface water runoff, per Camas Municipal Code (CMC) 14.02 and 17.19.040.C.

41. The final stormwater report TIR shall be revised to include the maintenance requirements and contact information for the treatment vaults.

Erosion Control

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

Sanitary Sewer Disposal

43. The applicant shall submit revised sanitary sewer utility plans with the following:

- a. The community STEP tanks located in Tracts C, G, and J are to be accessible for inspections and maintenance, including pumping, and are to have traffic-rated lids and risers.
- b. A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
- c. A cleanout is to be installed, prior to the gravity sanitary mains entering the community STEP tanks and at the right-of-way, prior to the tanks discharging into the sanitary pressure main.
- d. The community STEP tanks, from the cleanouts to the tanks and from the Community STEP tanks to the cleanouts at the right-of-way, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.
- e. The applicant is responsible for sizing the individual community STEP tanks to serve the applicable number of single-family attached dwelling units.
- f. The design, specifications, and sizing calculations for the proposed sanitary sewer STEP tanks are to be submitted to the city for review and approval.

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

44. There are not any existing wells or septic systems on the parcels proposed for development.

Roads

45. The applicant shall provide road profiles that are to include road grades, horizontal/vertical curve information, and design information for water, sanitary sewer, and stormwater utilities, for the following future public roads: NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive; and the private roads located in Tracts A, B, E, H, and J.

[Private Roads]

46. The street plans shall be revised to include the minimum 25-foot curb radii, on both sides of private roads, Tracts A, B, H, and J, onto all of the future public roads, NW 75th Avenue, NW 77th Avenue, and NW 78th Avenue.

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

- a. Said 'No Parking' sign is to include contact information for a towing company.

[Street lighting]

48. All street light locations shall be shown on the utility, street, and landscape plans.

- a. Any streetlights provided for private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.

49. Prior to submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Storm Facility Landscaping]

50. The applicant shall be required to provide a minimum 42-inch-high fence to be installed around the perimeter of Tract F. The applicant should work with staff to provide an acceptable fencing design. The fence could be chain link, split rail, or other acceptable fencing. with a minimum 16-foot-wide double gate to allow for inspections and maintenance accessibility.

[Traffic Impact Analysis (TIA)]

51. The sight-distance triangles are to be included on the street improvement plans and the landscape plans.

Prior to Land-Disturbing Activities:

Planning:

52. Temporary construction fencing is required that clearly marks in the field critical area buffers (i.e., Oregon White Oak driplines) and fencing shall remain throughout permitted construction activities.

Engineering:

53. Prior to any land-disturbing activities the applicant shall submit the required SWPPP, per MR #2 of the preliminary TIR.

54. Prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.

55. Prior to any land-disturbing activities, which includes tree cutting, clearing, and grading, an approved set of final engineering plans, including the erosion prevention and sediment control measures is required.

Prior to Final Plat Approval:

Planning:

56. The rear yard setback for lots 22-29 and 49-56 be updated to 25 feet.

57. The setbacks shall be updated on lots 1-19 and 57-77 to have a maximum front yard setback of 10 feet along NW Camas Meadows Drive and a 25-foot rear yard setback along the alley.

Engineering:

58. A note should be added to the final plat stating that:

- a. Tract A, Tract B, Tract H, and Tract J, private roads, consist of a utility access and maintenance easement, conveyed to the city, over and under the water main located in the private roads.

59. The following notes should be added to the final plat stating:

- a. Tracts A, B, C, E, H, and J: The stormwater systems located within these tracts are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.

- b. Tract F: The stormwater facilities located on Tract F are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
 - c. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract F.
 - d. Any private rear or side yard drainage systems are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.
60. The following notes should be added to the final plat:
- a. A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
 - b. The community STEP tanks, located in Tracts C, G, and J, from the cleanouts to the tanks and from the Community STEP tanks to the cleanouts at the right-of-way, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.
 - c. A utility easement is to be granted to the city for the purpose of inspections, maintenance, and pumping of each individual STEP tank installed with the single-family detached dwelling units.
61. The future public roads: NW 75th Avenue, NW 77th Avenue, NW 78th Avenue, and NW A Drive, which consist of a 52-foot right-of-way width, a 28-foot-wide paved street width, 5-foot-wide sidewalks on both sides, and 4.5 to 7.5-foot-wide planter strips on both sides are to be dedicated to the City of Camas with final plat approval.
62. The private roads and parking lots provided for the benefit and access to Lots 1-21, and Lots 57-77 should be placed in Tracts to be owned and maintained by the homeowners and/or the homeowners association (HOA).
63. All the necessary dedications and easements should be noted on the final plat.
64. The sight-distance triangles are to be included on the final plat.

Prior to Final Acceptance:

Planning:

- 65. Permanent signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications shall be submitted to the City for review and approval prior to installation.
- 66. A mitigation bond shall be posted in an amount deemed acceptable by the city to ensure the oak mitigation is fully functional per CMC 16.51.250.
- 67. Irrigation and landscaping shall be installed or bonded prior to final acceptance per CMC 17.19.030.F.3.

Engineering:

- 68. The applicant shall install the 'No Parking and Towing' signs on private road Tract E, which provides access to future Lots 20, 21 and 30.
- 69. The applicant should be required to pay the proportionate share amount of \$_____ for Phases 1 and 2 to the City of Vancouver, as identified in the *Section 30 Subarea Traffic Study* table provided

by the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amounts.

70. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
71. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted in both PDF and in either AutoCad or Carlson formats.
 - b. The original approved and signed by the city engineering cover sheet is to be included with the as-builts.
 - c. The as-builts are to be a complete set of plans, including detail sheets.
72. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.

Prior to Building Permit Approval:

Engineering:

73. The single-family building permit applications are to include information regarding connection of roof drain downspouts and footing drains/crawl space drains to the stormwater laterals as shown on the final engineering stormwater plans.

Prior to Final Occupancy:

Planning:

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

Special Conditions of Approval (SPRV23-01):

Prior to Final Engineering Plan Submittal:

Engineering:

[Traffic Impact Analysis (TIA)]:

75. The applicant shall revise and resubmit the March 2023 TIA, with updates using a LUC for Pass-By-Trips that more closely resembles the proposed use for the Commercial Development. Staff would support the LUC 932 High-Turnover, Sit-Down Restaurant.
76. The applicant shall submit an addendum to the March 22, 2023, TIA separating the single-family residential number of trips versus the commercial number of trips to allow for separate payment to the City of Vancouver of the proportionate share costs based on the phased uses: Phase 3, commercial.
77. The applicant shall submit an update to the March 22, 2023, TIA providing trip distributions through all of the proportionate share intersections identified in the *Section 30 Subarea Traffic Study* table provided by City of Vancouver.

Prior to Final Engineering Plan Approval:

Planning:

78. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC

Chapter 18.13 should be submitted to the City for review and approval.

- a. Street trees utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval.
- b. Wheel stops should be used adjacent to planter areas to protect landscaping from car overhangs per CMC 18.13.060.F.
- c. The replacement trees shall include a minimum of 60% native species and at least 50% evergreen per CMC 18.13.050.C.1.
- d. All off-street parking areas are to be landscaped at all perimeters to include enough low shrubs to form a continuous screen that is opaque year-round.
- e. CMC 17.19.030.F.1 requires one 2-inch diameter street tree every 30 linear feet.
- f. The landscape plan shall be updated to provide a 5-foot L2 buffer along the commercial building's southern side facing NW Camas Meadows Drive.
- g. Landscape irrigation shall be shown on the final engineering plans.
- h. The tree plan report shall be followed.

79. Any landscape, parking lot, or building lighting should be directed, hooded, or shielded away from surrounding properties.

80. Bike parking shall be added near the commercial building and shall be shown on the final engineering plans.

81. The applicant shall submit a final mitigation plan per CMC 16.51.180 that meets the WDFW requirements prior to engineering plan approval.

82. Detailed construction drawings per CMC 16.53.050.E.3 of the on and off-site oak mitigation are submitted to the City for review and approval.

83. The applicant shall submit an updated geotechnical report conducted by a qualified professional that includes geotechnical evaluations, assessments, impacts, and recommendations CMC 16.59.060.

84. Retaining walls shall comply with CMC 18.17.060.

Engineering:

Roads

[Private Roads]:

85. As shown on the preliminary site plans the vehicular access within the parking lot meets the minimum standards as required per Table 1, Note 2.c.

[Refuse and Recycling]:

86. The applicant shall confirm with the service providers for refuse/recycling that the enclosure sizing and location on site is accessible.

Sanitary

87. The applicant shall be required to submit sanitary sewer utility plans with the following revisions to the private onsite sanitary sewer system:

- a. The proposed STEP tank, located within paved surface, is to be designed with traffic rated access lids and risers.

- b. The applicant is responsible for sizing the STEP tank for future use. Specifications, design, and calculations for sizing the STEP tank are to be submitted to the city review and approval prior to installation.

88. A note is to be added to the sanitary sewer utility plans stating, "All components of the onsite private sanitary sewer system, including the STEP tank shall be privately owned and maintained by the property owners, with a right-of-entry granted to the city for inspection purposes."

Storm Sewer

89. A note should be added to the stormwater plans stating: "All components of the onsite stormwater system shall be owned and maintained by the applicant/property owner, with right-of-entry granted to the city for inspections purposes."

Water

[Onsite Private Water System]

90. The applicant shall submit revised onsite water utility plans for review and approval with the following changes:

- a. A minimum 6-inch domestic water line to serve the proposed commercial building and the onsite fire hydrant.
- b. The proposed size of the domestic water meter.
- c. An above-ground reduced pressure backflow assembly (RPBA), which is to be located behind the water meter and is to be accessible for inspections and testing.

91. The water utility plans, and the landscape plans are to be revised with the location and size of the irrigation meter and backflow prevention device shown.

92. The applicant shall submit revised water utility plans with the FDC located within 75-feet of the onsite fire hydrant.

93. The applicant shall submit water utility plans with the following revisions to the fire line water system:

- a. A note is to be added to the water utility plans stating, "All components of the onsite private water system and fire line, including FDCs and fire hydrants shall be privately owned and maintained by the property owners with right-of-entry granted to the city for inspection purposes."
- b. A note is to be added to the water utility plans stating that "all private fire hydrants are to be ordered direct from the factory and factory painted powder coated red."

Erosion Control

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

Prior to Land-Disturbing Activities:

Planning:

95. Temporary construction fencing is required prior to construction that clearly marks in the field critical area buffers (i.e., Oregon White Oak driplines) and fencing shall remain throughout permitted construction activities.

Engineering:

96. Prior to any land-disturbing activities, an electronic copy of Ecology's NPDES GCSWP permit, an electronic copy of the SWPPP, and the financial security for erosion and sediment control are to be submitted to the city.
97. Prior to any land-disturbing activities, which includes tree cutting, clearing, and grading, an approved set of final engineering plans, including the erosion prevention and sediment control measures is required.

Prior to Final Acceptance:

Planning:

98. Permanent signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications shall be submitted to the City for review and approval prior to installation.
99. A mitigation bond shall be posted in an amount deemed acceptable by the city to ensure the oak mitigation is fully functional per CMC 16.51.250.
100. Irrigation and landscaping shall be installed or bonded prior to final acceptance per CMC 17.19.030.F.3.

Engineering:

101. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
102. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted in both PDF and in either AutoCad or Carlson formats.
 - b. The original approved and signed by the city engineering cover sheet is to be included with the as-builts.
 - c. The as-builts are to be a complete set of plans, including detail sheets.
103. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.

Prior to Building Permit Approval:

Engineering:

104. The applicant for the commercial phase, Phase 3, shall be required to pay the proportionate share amount of \$_____ to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount for Phase 3.

Prior to Final Occupancy:

Planning:

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

Proposed Plat Notes for SUB23-01 Only

1. A homeowner's association (HOA) will be required for this development. Copies of the CC&Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees, and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
4. The maximum lot coverage for a one-story building is 60% and the maximum lot coverage for a two story or more is 50%.
5. Critical areas and associated buffers shall be maintained in their natural state as described in the Final Wetland Mitigation Plan (Note: add date after approval) that is recorded with this plat by the HOA. Any modifications to critical areas and buffers must be approved in writing by the city after submittal of a revised critical area report.
6. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
7. In the event any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
8. Tract A, Tract B, Tract H, and Tract J, private roads, consist of a utility access and maintenance easement, conveyed to the city, over and under the water main located in the private roads.
9. Tracts A, B, C, E, H, and J: The stormwater systems located within these tracts are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
10. Tract F: The stormwater facilities located on Tract F are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) at the end of the 2-year warranty period, which expires 2-years after final acceptance.
11. Right-of-entry is to be granted to the city for inspection purposes of the stormwater facilities located on Tract F.
12. Any private rear or side yard drainage systems are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems/easements are located.
13. A utility access and maintenance easement over and under the gravity sanitary sewer mains, located in Tracts A, B, H, and J, is to be granted to the city.
14. The community STEP tanks, located in Tracts C, G, and J, from the cleanouts to the tanks and from the Community STEP tanks to the cleanouts at the right-of-way, are to be owned and maintained by the homeowners and/or Homeowners' Association (HOA) with right-of-entry granted to the city inspection purposes.
15. A utility easement is to be granted to the city for the purpose of inspections, maintenance, and pumping of each individual STEP tank installed with the single-family detached dwelling units.

16. Tracts A, B, C, E, G, H, and J are private access roads and parking lots that are to be owned and maintained by the homeowners and/or the homeowners association (HOA).