



2. Land Use Narrative

Village at North Shore Type III Subdivision and Preliminary Site Plan

Date:	July 2025
Submitted to:	City of Camas Community Development Department 616 NE 4th Avenue Camas, WA 98607
Applicant:	HSR Dev — Mills, LLC 19120 SE 34th Street, Suite 103 Vancouver, WA 98683 Andy Swanson (503) 936-8514 andy@hsr-capital.com
AKS Job Number:	9095



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Property Owners:	HSR Dev — Mills, LLC 19120 SE 34 th Street, Suite 103 Vancouver, WA 98683 ICG Camas 252 nd LLC 19120 SE 34 th Street, Suite 103 Vancouver, WA 98683
Applicant's Consultant:	AKS Engineering & Forestry, LLC 9600 NE 126 th Avenue, Suite 2520 Vancouver, WA 98682 Contact(s): Michael Andreotti, RLA Email: andreottim@aks-eng.com Phone: (360) 882-0419
Site Location:	313 SE Leadbetter Road & 303 SE 252 nd Avenue Camas, WA 98607
Clark County Parcels:	177885-000 and 178175-000
Site Size:	±36.04 acres (±1,569,697 square feet)
Land Use Districts:	North Shore Mixed Use (MX-NS), North Shore Higher Density Residential (HD-NS), North Shore Lower Density Residential (LD-NS), and North Shore Commercial (C-NS)



I. Executive Summary

Through this application, HSR Dev — Mills, LLC (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 108-lot subdivision (Villages at North Shore). The planned subdivision will include 102 single-family residential lots for the future construction of attached and detached single-family homes. Six lots within the subdivision are site plans for the construction of mixed use buildings and apartment buildings. The mixed used buildings will have commercial on the ground floor with multifamily units on the floors above. The project will gain access from NE 252nd Avenue. An internal street network is planned to be constructed to serve the subdivision. The project will also provide future circulation opportunities to the west with the creation of N 54th Avenue, N 55th Avenue, N 56th Avenue, and N 57th Avenue. The right-of-way for North Shore Boulevard will also be dedicated with this project. N Mills Street, a planned local road, will be constructed with half-width improvements along the site's western boundary. Two private streets will also be constructed with this project. Each lot will be served with sanitary sewer, water, storm sewer, and other dry utility services. In addition to this narrative, this application package includes the materials necessary for the City to review and approve this submittal, including Preliminary Engineering Plans, Stormwater Technical Information Report (TIR), Geotechnical Site Investigation Report, Transportation Impact Study, Road Deviation Request, Archaeological Predetermination, Critical Areas Reports, and State Environmental Policy Act (SEPA) checklist.

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

- Subdivision with 102 single-family lots
 - 61 attached lots
 - 41 detached lots
- Creation of six mixed-use lots containing 140 multifamily apartment units and ±30,250 of commercial space.
- Construction of an internal public street network to serve the site and provide future circulation to adjacent properties
- Construction of all necessary utilities to serve the site

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

II. Site Description/Setting

The subject site consists of two parcels and is ±36.04 acres in size. The site is addressed as 313 SE Leadbetter Road and 305 SE 252nd Avenue, Camas, WA 98607. The parcels are identified as 177885-000 of the Northeast Quarter of Section 34, Township 2 North, Range 3 East, Willamette Meridian and 178175-000 of Northwest Quarter of Section 35, Township 2 North, Range 3 East, Willamette Meridian. The site is split-zoned North Shore Mixed Use (MX-NS), North Shore Higher Density Residential (HD-NS), North Shore Lower Density Residential (LD-NS), and North Shore Commercial (C-NS). Both parcels have the Airport Zone C overlay. The properties north and east of Parcel 178175-000 are zoned LD-NS. To the south are properties zoned North Shore Park/Open Space (POS-NS). The properties west and north of Parcel 178885-000 are zoned HD-NS. Parcels to the south are forested and used as a public park owned by the

City. The properties to the west, north, and east are used as single-family residences, farmland, and undeveloped forest land.

Both parcels currently gain access from NE 252nd Avenue, which terminates at the northeast corner of Parcel 177885-000. NE 252nd Avenue is an existing rural local access county road.

The site is undulating and characterized by grades of 0 to 15 percent, with some steeper areas with slopes up to 25 percent. Oregon white oaks, streams, and priority habitat areas are mapped and present on-site. One Type-F stream and wetlands have also been identified on-site. Wetlands, critical areas, and priority habitat areas are discussed later in this narrative. The site is wooded, and the existing vegetation consists of evergreen and deciduous trees, shrubs, and field grass. The archaeological predictive for the site is moderate to high and there are mapping indicators for archaeological site buffers.

III. Applicable Review Criteria

Camas Municipal Code

Title 5 – Business Taxes, Licenses and Regulations

Chapter 5.45 Telecommunications

Article VII. – Conditions of Telecommunications Right-of-Way Use Authorizations, Telecommunications Franchises, and Facilities Leases

(...)

5.45.365 Location of facilities.

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

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

Title 12 – Streets, Sidewalks and Public Places

Chapter 12.24 Street Names

Response: All planned streets have been or will be named according to the City of Camas *Street Naming Manual* (October 2010). Street names depicted on the Preliminary Engineering Plans are placeholders and final road names will be determined prior to final platting.

Title 14 – Stormwater Provisions

Chapter 14.02 Stormwater Control

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated in the southwest portion of the site will be collected and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transported to a planned stormwater main, that will be located in the off-site utility and pedestrian access easement and Tract K. Treated stormwater will be discharged directly into Lacamas Lake at existing discharge points using the large water body exemption for stormwater discharge.

Stormwater runoff generated by the northeast portion of the site will be collected on-site and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transferred to detention ponds for flow control, prior to being discharged to an existing

stream and natural area in the northeast corner of the site and wetland in the center of the site. All stormwaters will be discharged at rates allowed by City of Camas. The stormwater system is designed per the Washington State Department of Ecology (ECY) 2024 *Stormwater Management Manual for Western Washington* (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Engineering Plans included with this application for more information.

Title 15 – Buildings and Construction

Chapter 15.04 Building Code

(...)

15.04.030 Amendments to the referenced codes.

(...)

D. International Fire Code.

(...)

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

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

(...)

Response: There is existing fire hydrant along SE Leadbetter Road, however, the existing hydrant cannot serve the site. Fire hydrants are planned throughout the site and will be installed during construction. All planned fire hydrants within the subdivision will meet spacing requirements and all future homes in the development will be provided with fire sprinklers, as required by the City of Camas. Emergency access for all lots in the site will be from the existing and planned public streets. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas.

Chapter 15.40 Blasting

Response: A blasting permit is needed to construct the site. Per Camas Municipal Code (CMC) 15.40.040(B), blasting permits are only valid for 12 months. For this reason, the Applicant intends to apply for a blasting permit nearer to the planned site construction date. Blasting plans will be addressed during the appropriate review process.

Title 16 – Environment

Chapter 16.07 SEPA Categorical Exemption and Threshold Determinations

(...)

16.07.020 Exemption levels.

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

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

(...)

Response: This project is for a 108-lot subdivision, including 41 detached single-family residential lots, 61 attached single-family residential lots, and six mixed use lots containing 140-multifamily apartment units, ±30,250 square feet of commercial space and associated parking; therefore, this project is not exempt from SEPA review. A State Environmental Policy Act (SEPA) checklist has been prepared and is included in this application.

16.07.040 **Environmental checklist.**

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

Chapter 16.31 **Archaeological Resource Preservation**

(...)

16.31.070 **Predetermination report required.**

Response: Two Archaeological Predetermination Reports have been performed by Applied Archaeological Research, Inc. (AAR). The first report was performed in July 2022 and looked at parcels 177885-000 and 177884-000. The second report was performed in November 2024 and looked primarily at parcels 178175-000 and 178180-000. Both reports are included in this application. Neither report identified historic artifacts within the site, and neither report identified historic buildings within the site which would meet the requirements for listing in the National Register of Historic Places (NRHP). For those reasons, AAR does not recommend further archaeological work within the project area. Refer to the Archaeologic Predetermination Reports included in this application for more information.

Chapter 16.51 **General Provisions for Critical Areas**

(...)

16.51.090 **Applicability.**

Response: This application is for a Type III Subdivision and Preliminary Site Plan review. Ecological Land Services, Inc. (ELS), has prepared two Critical Areas Reports and a Wetland Buffer Modification & Mitigation for the site. Both reports were completed in May 2025, and collectively, the reports cover the entirety of the site. The reports identified multiple wetlands, Oregon white oaks, a stream, and two herbaceous balds within the project area. Those Critical Areas Reports are included in this application package. Wetland buffer modifications and critical area mitigation plans are identified in the Wetland Buffer Modification & Mitigation Plan. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

(...)

16.51.130 Review required.

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

Response: Critical Areas Reports and a Wetland Buffer Modification & Mitigation Plan were completed by ELS for the subject site. These reports include details on the protection, impacts, and mitigation of impacts for the on-site critical areas. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

16.51.160 Mitigation requirements.

- A. The applicant shall avoid all impacts that degrade the functions and values of a critical area or areas. Unless otherwise provided in these provisions, if alteration to the critical area is necessary, all adverse impacts to or from critical areas and management zones resulting from a development proposal or alteration shall be mitigated in accordance with an approved critical area report and SEPA documents.

(...)

Response: Wetland buffer and Oregon white oak impacts will occur with this project. The impacts are unavoidable due to City requirements for site access, grading, minimum lot dimensions, required density, and circulation. Wetland buffer modification and critical area mitigation, as identified in the Wetland Buffer Modification & Mitigation Plan, will occur based on WDFW recommendations and the CMC. Impacts to Oregon white oaks will be mitigated as outlined in the Wetland Buffer Modification & Mitigation Plan. Refer to the Preliminary Engineering Plans, Critical Areas Reports, and Wetland Buffer Modification & Mitigation Plan for additional information.

Chapter 16.53 Wetlands

(...)

16.53.030 Critical area report—Additional requirements for wetlands.

Response: ELS has prepared multiple Critical Areas Reports, which meet the requirements of this section. Those reports are included in this application. Impacts to critical areas on site will occur with this project. ELS has prepared a Wetland Buffer Modification & Mitigation Plan, which the Applicant will follow. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan included with this application for additional information.

16.53.040 Standards.

(...)

- B. Wetland Buffers.

Buffers. Wetland buffer widths shall be determined by the responsible official in accordance with the standards below:

1. All buffers shall be measured horizontally outward from the delineated wetland boundary or, in the case of a stream with no adjacent wetlands, the ordinary high water mark as surveyed in the field.
2. Buffer widths are established by comparing the wetland rating category and the intensity of land uses proposed on development sites per Tables 16.53.040-1, 16.53.040-2, 16.53.040-3 and 16.53.040-4. For Category IV wetlands, the required water quality buffers, per Table 16.53.040-1, are adequate to protect habitat functions.

Response: According to the Critical Areas Reports prepared by ELS, there are two wetland areas within the subject site, both are Depressional Category III wetlands, with a Habitat Score of seven and a high intensity land use buffer of 150 feet. Wetland buffer impacts will occur with this project due to City requirements for site access, grading, minimum lot dimensions, required density, and circulation. Wetland buffer mitigation, as identified in the Wetland Buffer Modification & Mitigation Plan, will occur based on WDFW recommendations and the CMC. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

16.53.050 Wetland permits.

A. General.

(...)

Response: Future roads and structures are planned within portions of the wetland buffers present on-site; therefore, a wetland permit is required. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

B. Standards—General. Wetland permit applications shall be based upon a mitigation plan and shall satisfy the following general requirements:

1. The proposed activity shall not cause significant degradation of wetland functions;
2. The proposed activity shall comply with all state, local, and federal laws, including those related to sediment control, pollution control, floodplain restrictions, stormwater management, and on-site wastewater disposal.

Response: ELS has prepared a Wetland Buffer Modification & Mitigation Plan that is designed to satisfy the requirements of this section. Future roads and structures are planned within portions of the wetland buffers; therefore, a wetland permit is required. As allowed by CMC 16.53.050 and to avoid impacts to the existing wetlands, buffer averaging is planned with this project. Refer to the Preliminary Engineering Plans, Critical Areas Reports, and Wetland Buffer Modification & Mitigation Plan for additional information.

C. Buffer Standards and Authorized Activities. The following additional standards apply for regulated activities in a wetland buffer to ensure no net loss of ecological functions and values:

(...)

2. **Buffer Averaging.** Averaging buffers is allowed in conjunction with any of the other provisions for reductions in buffer width (listed in subsection (C)(1) of this section) provided that minimum buffer widths listed in subsection (C)(1)(c) of this section are adhered to. The community development department shall have the authority to average buffer widths on a case-by-case basis, where a qualified wetlands professional demonstrates, as part of a critical area report, that all of the following criteria are met:
 - a. The total area contained in the buffer after averaging is no less than that contained within the buffer prior to averaging;
 - b. Decreases in width are generally located where wetland functions may be less sensitive to adjacent land uses, and increases are generally located where wetland functions may be more sensitive to adjacent land uses, to achieve no net loss or a net gain in functions;
 - c. The averaged buffer, at its narrowest point, shall not result in a width less than seventy-five percent of the required width, provided that minimum buffer widths shall never be less than fifty feet for all Category I, Category II, and Category III wetlands, and twenty-five feet for all Category IV wetlands; and
 - d. **Effect of Mitigation.** If wetland mitigation occurs such that the rating of the wetland changes, the requirements for the category of the wetland after mitigation shall apply.

Response: North Shore Boulevard improvements are planned to cross an existing wetland buffer. This cannot be avoided due to City requirements for site access and circulation. Wetland buffer averaging will occur with this project along with wetland buffer enhancement and restoration. Wetland buffer averaging has been designed to meet or exceed CMC requirements. Overall, on-site wetland buffer function will not be reduced, and the buffer width will not be reduced below 75 percent of the required buffer width. Refer to the Preliminary Engineering Plans, Critical Areas Reports, and Wetland Buffer Modification & Mitigation Plan for additional information.

(...)

3. **Stormwater Facilities.** Stormwater facilities are only allowed in buffers of wetlands with low habitat function (less than four points on the habitat section of the rating system form); provided, the facilities shall be built on the outer edge of the buffer and not degrade the existing buffer function, and are designed to blend with the natural landscape. Unless determined otherwise by the responsible official, the following activities shall be considered to degrade a wetland buffer when they are associated with the construction of a stormwater facility:

Response: Both wetlands on site have a habitat rating of seven; therefore, stormwater facilities are not allowed within the wetland buffers. Buffer averaging will be used for the area where the stormwater facilities encroach into the buffer. Refer to the Preliminary Engineering Plans, Critical Areas Reports, and Wetland Buffer Modification & Mitigation Plan for additional information.

4. Road and Utility Crossings. Crossing buffers with new roads and utilities is allowed provided all the following conditions are met:
 - a. Buffer functions, as they pertain to protection of the adjacent wetland and its functions, are replaced; and
 - b. Impacts to the buffer and wetland are minimized.

(...)

Response: Two planned roads, North Shore Boulevard and N 56th Avenue, are planned to cross wetland buffer areas. Buffer averaging will be used where these roads encroach into the wetland buffer. Refer to the Preliminary Engineering Plans, Critical Areas Reports, and Wetland Buffer Modification & Mitigation Plan for additional information.

Chapter 16.59 Geologically Hazardous Areas

Response: A Geotechnical Engineering Report was completed by Columbia West, in November 2023. In that Geotechnical Engineering Report, Columbia West noted that site slopes do not meet the definition of landslide hazard per CMC 16.59. More information regarding the site's geotechnical properties are included in the Geotechnical Report, which is included in this application package.

Chapter 16.61 Fish and Wildlife Habitat Conservation Areas

16.61.010 Designation of fish and wildlife habitat conservation areas.

A. Fish and wildlife habitat conservation areas include:

(...)

3. Habitats of local importance as identified by the city's parks and open space plan as natural open space, or as listed below:
 - a. Oregon White Oaks.
 - i. Individual Oregon White Oak trees with a twenty-inch diameter at breast height (twenty inches dbh).

Response: As previously discussed in this narrative, ELS identified Oregon white oaks on both parcels within the subject site. The clusters of Oregon white oaks do not have a contiguous dripline that meets the size requirements for oak woodland habitat designation; therefore, the oaks are considered as individuals. Specific details regarding the oak trees are included in the Critical Areas Report, Wetland Buffer Modification & Mitigation Plan, and Tree Report, which are included in this application package.

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

Response: No stands of Oregon white oak greater than 1 acre in size are present on-site. ELS has identified several trees that meet WDFW priority habitat criteria for individual oaks. Specific information regarding oak impacts is included in the Wetland Buffer Modification & Mitigation Plan and Critical Areas Reports. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

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

(...)

Response: No Oregon white oak snags exist on-site. Refer to the Critical Areas Reports included with this application for more information.

5. Waters of the State. Waters of the state includes lakes, rivers, ponds, streams, inland waters, underground waters, salt waters, and all other surface waters and watercourses within the jurisdiction of the state of Washington, as classified in WAC 222-16-031, or its successor. This does not include man-made ditches or bio-swales that have been created from areas not meeting the definition of waters of the state. Furthermore, wetlands designation and protection are regulated under CMC Chapter 16.53.

Response: ELS identified one Type-F (fish-bearing) stream, which has a 75-foot buffer. No impacts to the stream or stream buffer are planned with this project. Refer to the Critical Areas Report included in this application for additional information.

16.61.020 Critical area report—Requirements for habitat conservation areas.

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

(...)

Response: Impacts to critical areas and critical area buffers are proposed with this project. Two Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan prepared by ELS are included in this application. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for more information.

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

(...)

Response: Wetlands, streams, Oregon white oaks, and herbaceous balds exist on-site. Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan prepared by ELS are included in this application. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

16.61.030 Performance standards—General requirements.

- A. Mitigation Standards.

(...)

Response: The Applicant is proposing the removal of 11 Oregon white oak trees with this project. As identified in the Critical Areas Reports Wetland Buffer Modification & Mitigation Plan, removal of these trees is unavoidable due to transportation and circulation requirements, topographical features, and stormwater management requirements. Details regarding removal and mitigation efforts to offset the impact are identified in the Wetland Buffer

Modification & Mitigation Plan. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for additional information.

Title 17 – Land Development

Chapter 17.11 Subdivisions

(...)

17.11.030 Preliminary subdivision plat approval.

A. Preapplication.

1. In accordance with CMC Chapter 18.55 the applicant must proceed with the formal preapplication process prior to application submittal review.
2. The applicant shall submit to the community development department the preapplication form and copies of their proposal drawn to an engineer scale on paper, showing lot sizes, topography, and overall lot dimensions.

Response: A pre-application conference was held on June 6, 2024. The meeting notes for the pre-application conference were issued on July 11, 2024.

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

1. Completed general application form as prescribed by the community development director, with the applicable application fees;
2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
3. Complete applications for other required land use approvals applicable to the proposal;
4. A vicinity map showing location of the site;
5. A survey of existing significant trees as required under CMC Section 18.13.045;
6. All existing conditions shall be delineated. Site and development plans shall provide the following information:
 - a. A plat map meeting the standards identified in CMC Section 17.01.050,
 - b. Owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,
 - e. Location of existing and proposed sidewalks, street lighting and street trees,

-
- f. Location, footprint and setbacks of all existing structures on the site,
 - g. Lot area and dimensions for each lot,
 - h. Location of proposed new property lines and numbering of each lot,
 - i. Location of the proposed building envelopes and sewer tanks,
 - j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,
 - l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,
 - m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,
 - n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,
 - o. Location of all existing fire hydrants within five hundred feet of the proposal; and
 - p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.
- 7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,
 - c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
 - 8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);
 - 9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
 - 10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;
 - 11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;
 - 12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and
-

13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.
14. An engineering estimate of costs for site improvements, both public and private.

Response: This application is for a Type III Subdivision and Preliminary Site Plan approval. The application package contains, a completed SEPA checklist, a vicinity map on the cover sheet of the Preliminary Engineering Plans, a survey of existing significant trees included in the Preliminary Engineering Plans, and an existing conditions and site development plan are included in the Preliminary Engineering Plans.

C. Review Procedures.
(...)

Response: This application is to divide two parcels into 108-lots. The planned subdivision will include 102 single-family residential lots for the future construction of attached and detached single-family homes. Six lots within the subdivision are planned for the future construction of mixed use and apartment buildings. There are 242 total dwelling units planned for this project, split between 41 single family residential lots, 61 townhome lots, and 140 apartment units.

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

Response: The planned development meets all applicable goals of the Camas Comprehensive Plan by providing a variety housing types, space for commercial uses, protection of critical areas, circulation for vehicles and pedestrians, providing future connections to the surrounding parcels, and providing development of vacant and underutilized parcels. The project will also create a utility and public access easement that will provide access to public parks outside of the site boundary. Existing trees on-site will be protected to the greatest extent practicable and new street trees will be planted with this project. The right-of-way dedication for North Shore Boulevard is a planned with this project. North Shore Boulevard will be constructed in the future by the City of Camas. However, if necessary, portions of North Shore Boulevard for individual phases will be constructed if the City has not completed the project.

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

Response: Water, stormwater, and sanitary sewer facilities will be provided to the site. The subject site has two drainage basins for stormwater. Stormwater runoff generated in the southwest portion of the site will be collected and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transported to a planned stormwater main, that will be located in the off-site utility and pedestrian access easement and Tract K. Treated stormwater will be discharged directly into Lacamas Lake at existing discharge points using the large water body exemption for stormwater discharge. Stormwater runoff generated by the northeast portion of the site will be collected on-site and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transferred to detention ponds for flow control, prior to being discharged to an existing stream and natural area in the northeast corner of the site and wetland in the center of the site. All stormwaters will be discharged at rates allowed by City of Camas. The stormwater system is designed per the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Engineering Plans included with this application for more information.

Water will be provided to the site by connecting to an existing water main in SE Leadbetter Road. The water main will be brought to the site through the planned utility and public access easement and Tract K. That water main will then be extended into the site and stubbed at the intersection of N 54th Avenue and North Shore Boulevard. Service laterals will be taken from the water main, and each lot will have its own service lateral connection.

All lots will be served with public sanitary sewer provided by the City of Camas. A sewer force main is planned throughout the site. Each lot will have its own service lateral and grinder pump. The planned force main will connect to the existing force main in SE Leadbetter Road through the planned utility and public access easement and Tract K, before being conveyed to the Leadbetter Pump Station to the east.

A detailed and site-specific erosion control plan will be provided with final construction 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 Standard Manual and other state adopted standards and plans;

Response: All planned roads meet or exceed the standards of the City of Camas Six Year Street Plan, *North Shore Subarea Design Manual* (2023), and the Camas Design Standards Manual. Planting strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for utilities, as shown in the plans included with this application. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Six public roads and three private road tracts are planned within the subject site. One of the planned public roads, North Shore Boulevard, will not be constructed with this project, but the right-of-way for North Shore Boulevard will be dedicated with this project. However, if necessary, portions of North Shore Boulevard for individual phases will be constructed if the City has not completed the project. A 6-foot private utility easement (PUE) will be provided along the frontage of each planned lot with the final plat. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

Response: As shown on the plans and documents submitted with this application, the project complies with all requirements of the CMC and other relevant regulations. Refer to the submitted application materials included with this narrative for more information.

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

Response: The Applicant's transportation engineering consultant, Kittelson & Associates, prepared a Transportation Impact Study (TIS). The TIS used an assumed subdivision with up to 41 detached single-family lots, 61 attached single-family lots, and 140 multifamily apartment units. Future commercial buildings are planned; however, the TIS focused only on the planned residential units. The TIS states that the planned project will generate 1,831 ADT with 125 a.m. peak hour trips and 157 p.m. peak hour trips.

The TIS provides recommended transportation improvements for the planned project and identifies the specific triggers that will prompt their implementation. Refer to the TIS included with this application for more information.

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

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

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

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

Response: As stated previously, the project meets all applicable goals of the Camas Comprehensive Plan. The site is within ± 1.5 miles of multiple parks and a public boat launch for Lacamas Lake is located to the south and southeast. Open space tracts will be provided within the site, and existing trees on-site will be protected to the greatest extent practicable. New street trees will be planted, critical areas and wetlands will be protected where feasible, and mitigation efforts will be made for the project's impact. A street network will be constructed to provide for vehicle and pedestrian circulation and provide safe walking routes to schools east of the site following the completion of North Shore Boulevard. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

17.11.040 Phasing.

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

- A. The phasing plan includes all land contained within the approved preliminary plat, including areas where off-site improvements are being made.
- B. The sequence and timing of development is identified on a map.
- C. Each phase shall consist of a contiguous group of lots that meets all pertinent development standards on its own. The phase cannot rely on future phases for meeting any city codes with the exception of storm drainage facilities. Storm drainage must be adequate for each phase, and the stormwater plan must adequately meet the needs of the entire development. Storm drainage facility must be included in the first phase.
- D. Each phase provides adequate circulation and utilities. Public works has determined that all street and other public improvements, including but not limited to erosion control improvements, are assured. Deferment of some improvements may be allowed pursuant to CMC Chapter 17.21.
- E. Specific improvements necessary for the entire development may be required to be completed with the first phase, regardless of phase design or completion schedule of future phases, e.g., storm pond must be completed regardless of area where storm pond is located.

Response: The project is planned to be constructed in up to six phases. The phases have been numbered in the Preliminary Engineering Plans for reference and are not for intended construction sequencing. Depending on market conditions and potential timing of necessary off-site improvements, it may be necessary to combine phases, or construct phases out of the sequence shown on the plans. Each phase will be designed and constructed to stand alone with all necessary services and connections.

Chapter 17.19 Design and Improvement Standards

(...)

17.19.020 Improvements, supervision, inspections and permits required.

A. Required Improvements.

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

(...)

Response: Parcel 178175-000 is currently used as a single-family residence and Parcel 178885-000 is currently vacant. A septic system and water well are present on Parcel 178175-000 and will be abandoned in accordance with state and City guidelines. According to Clark County GIS, an unclassified water system exists on Parcel 178885-000. That water system will be abandoned in accordance with state and City guidelines. Paved streets with curbs, gutters, and sidewalks will be constructed with this project. All required utilities will be provided, including sanitary sewer, water, and other private utilities. Refer to the Preliminary Engineering Plans included with this application for more information.

17.19.030 Tract, block and lot standards.

A. Environmental Considerations.

(...)

Response: Critical areas on-site will be protected in open space tracts and existing trees on-site will be protected to the greatest extent practicable. All vegetation outside of the project area will be protected. After the initial tree removal during site grading, trees that are to remain will be reevaluated to determine if additional hazard trees need to be removed. Street trees and parking lot trees will be installed to help replace some of the tree canopy that will be removed. ±13.51 acres of open space areas are planned for the protection

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

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

Response: The planned project includes two-tiered blocks where feasible. The portions of the project abutting the site boundary are single tier blocks due to restrictions of the abutting elements, an arterial street, and City park land. Refer to the Preliminary Engineering Plans included with this application for more information.

- C. Compatibility with Existing Land Use and Plans.**
(...)

Response: The planned project is surrounded by public park space to the south and properties zoned HD-NS to the north, west, and east. The planned single-family residential uses are compatible with the surrounding uses. The planned streets and private roads meet or exceed the requirements of existing adopted plans and other adopted City regulations.

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

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

Response: Lots 1 through 22, and Lots 96 through 102 are planned to front a private road tract. All other lots in the development are designed to front planned public roads. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

3. Building Envelopes. No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:
 - a. For single-family residential zones, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,
 - b. For multi-family zones, a suitable size and configuration generally includes a building envelope of twenty feet by forty feet.
 - c. Other factors in considering the suitability of the size and configuration of any residential lot include the presence of, or proximity to critical areas, adjoining uses or zones, egress and ingress, and necessary cuts and fills;

Response: Building envelopes, in the form of setbacks, are shown on the Preliminary Engineering Plans. Planned lots are designed with setbacks that allow for homes ranging from 24 feet wide to 42.5 feet wide. All lots also allow for homes a minimum of 40 feet deep. Refer to the Preliminary Engineering Plans included with this application for more information.

(...)

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

(...)

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

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

(...)

Response: Lots 1 through 22 are designed to front a private road tract, with their rear backing up to N 56th Avenue or North Shore Boulevard. A 10-foot landscape tract has been provided between the rear of the lots and N 56th Avenue or North Shore Boulevard. A 6-foot-tall wood fence will be constructed along the rear lot lines. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

(...)

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

E. Tracts and Trails.

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

(...)

Response: No trails are planned with this project site. An offsite paved trail and utility access will be provided from the southwest corner of the site connection to SE Leadbetter Road through City park property. An easement will be granted to the City utility and public access. Refer to the Preliminary Engineering Plans included with this application for more information.

F. Landscaping.

(...)

Response: One street tree is proposed for each single-family lot. Due to driveways, streetlights, and utilities, trees are not able to be placed at 30-feet-on-center throughout the development; however, the total number of required street trees are proposed. The Applicant will retain as many existing trees as feasible. Street trees will be installed within the designated timeframe. Landscaping will conform to the Camas Design Standards Manual and will not obstruct any vision clearance areas. Refer to the Preliminary Engineering Plans included with this application for more information.

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

(...)

Response: A 6-foot-wide PUE along the front and street side property lines will be provided on the final plat.

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

(...)

Response: Street lighting and parking lot lighting will be provided with this project. All lighting will be installed in conformance with City of Camas and Clark Public Utility standards. Street lighting is shown on the Preliminary Engineering Plans. Lighting for the parking lots associated with the mixed use lots will be provided with final site plan submittal. Refer to the Preliminary Engineering Plans included with this application for more information.

17.19.040 Infrastructure standards.

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

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

Response: Two private street tracts are planned with this project. The private streets are labeled as Tract P and Tract G in the Preliminary Engineering Plans and provide access to private roads that are known as N Mills Court, N 57th Place, N Bear Lane, and N 54th Place. Tract P, will gain access from N 56th Avenue, and Tract G will gain access from North Shore Boulevard. The planned private streets will not affect future circulation. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All planned private street tracts will be owned and maintained by the HOA.

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

Response: The planned private streets will provide access to 29 single-family residential lots. The private streets have been designed to accommodate full development on the lots. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: All planned private street tracts only connect to one public street. No Alleys are planned with this project. Refer to the Preliminary Engineering Plans included with this application for more information.

5. Conform to the Camas Design Standard Manual;

Response: There are two planned private street tracts that are designed to serve lots. The two private street tracts are labeled as Tract P and Tract G in the Preliminary Engineering Plans and the private streets provide access to private roads that are known as N Mills Court, N 57th Place, N Bear Lane, and N 54th Place. Tract P will gain access from N 56th Avenue, and Tract G will gain access from North Shore Boulevard. Both private street tracts are designed to serve more than five lots and be less than 300 feet in length.

Tract P contains N Mills Court and N 57th Place. N Mills Court has been designed with a 28-foot-wide paved surface, and a 48-foot-wide right-of-way width with five-foot-wide planter strips and detached sidewalks on both sides of the road. N 57th Place has been designed with a 28-foot-wide paved surface, a 42-foot-right-of-way width and a five-foot-wide planter strip and sidewalk on one side of the road.

Tract G contains N Bear Lane and N 54th Place. N Bear Place has been designed with a 28-foot-wide paved surface, a 42-foot-right-of-way width and a five-foot-wide planter strip and sidewalk on one side of the road. N 54th Place has been designed with a 20-foot-wide paved surface, with a 24-foot-wide right of way.

These private street tracts have been designed to meet City of Camas Private Street C standards. Refer to the Preliminary Engineering Plans included with this application for more information.

6. Alleys shall be privately owned and maintained;

Response: No alleys are planned with this project; therefore, this standard does not apply.

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

Response: Garbage and recycling for the planned lots accessing from the private street tract will be placed at the front of the lot, within the private street tract.

Emergency vehicle access to the private street tracts is planned from North Shore Boulevard and N 56th Avenue. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: A covenant providing provisions for parking enforcement will be recorded and will be noted on the final plat.

B. Streets.

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

Response: Half-width improvements are planned for N Mills Street. These improvements include a 45-foot-wide right-of-way dedication, a 24-foot-wide paved half-width road, and a 7-foot-wide planter strip and 6-foot-wide detached sidewalk on the east side of the road. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Half-width street improvements are designed to meet applicable sections of the CMC and the North Shore Subarea Design Manual. Refer to the Preliminary Engineering Plans included with this application for more information.

3. The city engineer may approve a delay of frontage street improvements for development proposals under any of the following conditions:
 - a. If the future grade or alignment of the adjacent public street is unknown and it is not feasible to establish the grade in a reasonable period;
 - b. The immediate improvement of the street would result in a short, isolated segment of improved street;
 - c. The frontage is part of an impending or imminent city street improvement project;
 - d. Street improvements in the vicinity are unlikely to occur within six years.

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

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

(...)

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

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

Response: NE 252nd Avenue is currently stubbed to the northeast corner of the site. The project will extend N 56th Avenue into the site from the termination of NE 252nd Avenue. The extension will have greater width and pavement section than existing NE 252nd Avenue. Refer to the Preliminary Engineering Plans included with the application for more information.

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

(...)

Response: In addition to extending NE 56th Avenue into the site, the application will extend North Shore Boulevard to the northwest and southeast corners for future extension to the east and west. N Mills Street will also be constructed as a half-width along the west boundary for circulation to the west. Circulation to the south is limited due to City park land, and critical areas limit additional circulation to the north and east. North Shore Boulevard will not be constructed with this project, but the right-of-way for North Shore Boulevard will be dedicated with this project. However, if necessary, portions of North Shore Boulevard for individual phases will be constructed if the City has not completed the project.

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

Response: The subject site is within the North Shore Subarea and all planned public streets within the project are designed to meet the North Shore Subarea Design Manual standards. Five public streets are planned with this project (North Shore Boulevard, N 57th Avenue, N 56th Avenue, N 55th Avenue, N 54th Avenue, and N Mills Street). N 57th Avenue, N 56th Avenue, N 55th Avenue, and N 54th Avenue will be constructed with a 54-foot-wide right-of-way, a 28-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide sidewalk on both sides of the road. The right-of-way dedication for North Shore Boulevard will also occur with this project, but North Shore Boulevard will be constructed at a later date by the City of Camas. However, if necessary, portions of North Shore Boulevard for individual phases will be constructed if the City has not completed the project. The dedicated right-of-way for North Shore Boulevard will vary between 67 feet and 88 feet. In the southeast of the site, closer to the mixed use buildings, the right-of-way for North Shore Boulevard

will be dedicated to 88-feet-wide. As North Shore Boulevard travels northwesterly, its right-of-way shrinks down to 67 feet. This reduction in size is needed to avoid wetland and Oregon white oak impacts, and to avoid an off-site barn that is approximately eight feet north of the northern property line. The planned right-of-way deviation for North Shore Boulevard is being worked through as part of a Development Agreement between the City of Camas, the Applicant, and surrounding property owners. No other road deviations or road modifications are planned with this project.

Off-site road improvements to NE 252nd Avenue and NE 3rd Street are also planned with this project. Per Clark County Code (CCC) 40.350.030(B)(6)(b)(2), rural access roads must be constructed with a 20-foot-wide all-weather driving surface, except where a preexisting road is 18 feet wide or wider. In those cases, widening to 20 feet is not necessary. The drivable surface of NE 252nd Avenue is less than 18 feet wide in some locations; therefore, NE 252nd Avenue will be widened to 20 feet. The drivable surface of NE 3rd Street is at least 20 feet wide; therefore, NE 3rd Street will not be improved. Off-site intersection improvements at the intersection of NE 3rd Street and NE 257th Avenue, as recommended by the Applicant's traffic consultant Kittelson will also be completed with this project.

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

Response: All planned intersections are at right angles, or as close to right angles as possible. Offset intersections are not planned with this project. Refer to the Preliminary Engineering Plans included with this application for more information.

10. **Street Layout.** Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and, where feasible, street segments shall be interconnected.
 - a. **Circulation Plan.** Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:
 - i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the director;
 - ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
 - iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);

- iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
- v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: Preliminary street and circulation plans meeting these standards is provided in the Preliminary Engineering Plans that are included in this application. The planned street network provides internal circulation and connections to existing infrastructure along with street stubs, and half-width streets for the future expansion of the circulation network. Pedestrian paths outside of the planned street network are provided for additional circulation. Pedestrian circulation will be provided through the off-site utility and public access easement. This easement will provide pedestrian access to Leadbetter Road from the subdivision with a 20-foot-wide paved section. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

Response: Most of the planned block lengths are less than 600 feet long. The block length between N Mills Street and North Shore Boulevard is greater than 600 feet long. Pedestrian access will be provided in Tract L and Lot 108. Refer to the Preliminary Engineering Plans included with the application for more information.

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

Response: One dead-end street that is over 300 feet is planned with this project. Due to grading restrictions and adjacent critical areas, the Applicant is not proposing a pedestrian connection. Pedestrian access will be provided in Tract L and Lot 108. Refer to the Preliminary Engineering Plans included with this application for more information.

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

(...)

Response: One dead-end street that is over 300 feet is planned with this project. Due to grading restrictions and adjacent critical areas, pedestrian access will be provided in Tract L and Lot 108. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Public rights-of-way are planned within critical area buffers. Detailed information on all critical areas is included in the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan that are included in this application package. Refer to the Critical Areas Reports and Wetland Buffer Modification & Mitigation Plan for more information.

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

(...)

Response: The project's average residential lot size is less than 7,400 square feet; therefore, additional off-street parking is required. 102 single-family residential lots are planned with this project; therefore, a total of 19 additional parking spaces are required. Nineteen additional parking spaces are planned with this project. Those parking spaces are distributed throughout the site in common tracts. Refer to the Preliminary Engineering Plans included with this application for more information.

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

(...)

Response: The subject site is within the North Shore Subarea and all planned public streets within the project are designed to meet the North Shore Subarea Design Manual standards. Five public streets are planned with this project (North Shore Boulevard, N 57th Avenue, N 56th Avenue, N 55th Avenue, N 54th Avenue, and N Mills Street). N 57th Avenue, N 56th Avenue, N 55th Avenue, and N 54th Avenue will be constructed with a 54-foot-wide right-of-way, a 28-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide sidewalk on both sides of the road. The right-of-way dedication for North Shore Boulevard will also occur with this project, but North Shore Boulevard will be constructed at a later date by the City of Camas. However, if necessary, portions of North Shore Boulevard for individual phases will be constructed if the City has not completed the project. The dedicated right-of-way for North Shore Boulevard will vary between 67 feet and 88 feet. In the southeast of the site, closer to the mixed use buildings, the right-of-way for North Shore Boulevard will be dedicated to 88-feet-wide. As North Shore Boulevard travels northwesterly, its right-of-way shrinks down to 67 feet. This reduction in size is needed to avoid wetland and Oregon white oak impacts, and to avoid an off-site barn that is approximately eight feet north of the northern property line. The planned right-of-way deviation for North Shore Boulevard is being worked through as part of a Development Agreement between

the City of Camas, the Applicant, and surrounding property owners. No other road deviations or road modifications are planned with this project.

Off-site road improvements to NE 252nd Avenue and NE 3rd Street are also planned with this project. Per Clark County Code (CCC) 40.350.030(B)(6)(b)(2), rural access roads must be constructed with a 20-foot-wide all-weather driving surface, except where a preexisting road is 18 feet wide or wider. In those cases, widening to 20 feet is not necessary. The drivable surface of NE 252nd Avenue is less than 18 feet wide in some locations; therefore, NE 252nd Avenue will be widened to 20 feet. The drivable surface of NE 3rd Street is at least 20 feet wide; therefore, NE 3rd Street will not be improved. Off-site intersection improvements at the intersection of NE 3rd Street and NE 257th Avenue, as recommended by the Applicant's traffic consultant Kittelson will also be completed with this project.

The planned right-of-way deviation for North Shore Boulevard is being worked through as part of a Development Agreement between the City of Camas, the Applicant, and surrounding property owners. No other road deviations or road modifications are planned with this project.

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

(...)

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

C. Utilities.

1. Generally. All utilities designed to serve the development shall be placed underground and, if located within a critical area, shall be designed to meet the standards of the critical areas ordinance.
 - a. Those utilities to be located beneath paved surfaces shall be installed, including all service connections, as approved by the public works department; such installation shall be completed and approved prior to application of any surface materials.
 - b. Easements may be required for the maintenance and operation of utilities as specified by the public works department.
2. Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.
 - a. Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.
 - b. Duplex, tri-plex, and townhome units shall each have a dedicated sewer lateral, unless otherwise approved by the public works director or designee.
 - c. Multifamily units shall have one sewer lateral per building.

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

(...)

Response: All lots will be served with public sanitary sewer provided by the City of Camas. A sewer force main is planned throughout the site. Each lot will have its own service lateral and grinder pump. The planned force main will connect to the existing force main in SE Leadbetter Road through the planned utility and public access easement and Tract K, before being conveyed to the Leadbetter Pump Station to the east. Refer to the Preliminary Engineering Plans included with this application for more information.

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

(...)

Response: Stormwater facilities will be provided for the site. The subject site has two drainage basins for stormwater. Stormwater runoff generated in the southwest portion of the site will be collected and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transported to a planned stormwater main, that will be located in the off-site utility and public access easement and Tract K. Treated stormwater will be discharged directly into Lacamas Lake at existing discharge points using the large water body exemption for stormwater discharge. Stormwater runoff generated by the northeast portion of the site will be collected on-site and conveyed to stormwater vaults for mechanical treatment. Treated stormwater will be transferred to detention ponds for flow control, prior to being discharged to an existing stream and natural area in the northeast corner of the site and wetland in the center of the site. All stormwaters will be discharged at rates allowed by City of Camas. The stormwater system is designed per the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Preliminary Engineering Plans included with this application for more information.

4. Water System.

(...)

Response: All lots will be served with public water by the City of Camas. Water will be provided to the site by connecting to an existing water main in SE Leadbetter Road. The water main will be brought to the site through the planned utility and public access easement and Tract K. That water main will then be extended into the site and stubbed at the intersection of N 54th Avenue and North Shore Boulevard. Service laterals will be taken from the water main, and each lot will have its own service lateral connection. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 17.21 Procedures for Public Improvements

(...)

17.21.030 Land disturbing activities—Erosion prevention/ sediment control.

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

- A. Install all erosion prevention/sediment control measures required by the approved erosion prevention/sediment control plan prior to commencement of work.
- B. For all land-disturbing activities of an acre or more, furnish to the city an approved form of security in the amount of two hundred percent of the engineer's estimated cost of the erosion prevention/sediment control measures, including associated labor, shown on the approved erosion prevention/sediment control plan.
- C. Construct any storm drainage facilities required to detain and dispose of stormwater generated by the project, prior to commencement of work on other portions of the project. The city may require the construction of a temporary storm drainage facility that would bypass and protect the permanent facility until such time as the rest of the project is complete and ready for the permanent facility to be brought online.
- D. Implementation of erosion prevention/sediment control measures in addition to those measures approved on the erosion prevention/sediment control plan may be required to address weather-related problems and to assure compliance with local, state and federal requirements for water quality. Any proposed additional erosion prevention/sediment control measures must be approved by the city prior to use. The city shall have the right to issue a stop work order on all construction not related to erosion prevention/sediment control until such time as acceptable prevention and control measures are implemented.

Response: A Preliminary Erosion Control Plan is included in the Preliminary Engineering Plans. A detailed and site-specific erosion control plan will be provided with final construction plans for sediment and pollution control. Refer to the Preliminary Engineering Plans included with this application for more information.

Title 18 – Zoning

Chapter 18.09 Density and Dimensions

Response: The subject site consists of four different zoning districts, C-NS, MX-NS, LD-NS, and HD-NS. The density of the project has been determined by calculating the required minimum and allowed maximum density for each zoning district and adding them together. The total required minimum density for the site is 195 units and the total allowed maximum density for the site is 375 units. The project will provide 242 total units, including apartments, attached single-family lots, and detached single-family lots. The densities and requirements for the individual zoning districts are discussed below.

(…)

18.09.030

Density and dimensions—Commercial and industrial zones.

Table 1 – Density and Dimensions for Commercial and Industrial Zones		
	MX-NS	C-NS
Bulk Regulations		
Maximum Density (dwelling units/net acre)	24 ⁸	n/a
Minimum lot area (square feet)	1,800	None
Minimum lot width (feet)	None	None
Minimum lot depth (feet)	None	None
Setbacks: Commercial and industrial development setbacks shall be as follows, unless along a flanking street of a corner lot. If along flanking street, then the setback must be treated like a front, and provide safe sight distance.		
Minimum front yard (feet)	Note 3, Note 7	15 ⁹
Minimum side yard (feet)	10'	100' for building; 25' for parking
Minimum rear yard (feet)	10'	100' for building; 25' for parking area
Lot coverage (percentage)	65%	None
Minimum Usable Open Space ⁵	100 sf/du	5% (net acreage)
Maximum building height (feet)	100 ⁶	100 ⁶

Note: Example notes text.

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

5. Areas that provide opportunities for active and passive uses and encourage community interaction. These spaces are accessible to the general public or to residents, employees, or customers and can include, but are not limited to plazas, courtyards, sports courts, and viewpoints (see 18.03.040 "Definitions for development terms").

6. Building heights shall "step-down" and provide compatible scale and privacy between developments. See the North Shore Design Manual.

7. If buildings are rear loaded from an alley, the rear yard setback shall be twenty feet.

8. Does not apply to cottage-style development.

9. Passive pedestrian space, as identified in the North Shore Design Manual and including elements such as seating and building overhangs, is allowed within the fifteen foot front yard setback.

Response:

The portions of the site that are in the MX-NS and C-NS zoning districts are required to meet the dimensional and setback standards of the MX-NS and C-NS zoning districts. There are no open space tracts located within the C-NS portion of the site; therefore, the net area of the C-NS zoned portion site is ±2.12 acres. The Applicant is proposing one mixed use building in the C-NS zoned area of the site. The planned mixed use building contains ±10,000 square feet of commercial space on the ground floor and 16 apartment units on the upper floors of the building. Dwelling units are not permitted in the C-NS zoning district; however, the Applicant requests an exception to portions of the C-NS standards. The ±10,000 square feet of commercial space that will be provided in the C-NS zoning district meets the intent of the C-NS zoning district and is of similar size to space that would be provided with a commercial only building. The Applicant is also proposing a 10-foot front yard setback to match the planned mixed use buildings on the other side of N 54th Avenue. The planned residential dwelling units above the mixed-use building on Lot 106 will provide a similar feel to the mixed-use building across N 54th Avenue and help create a uniform street frontage of N 54th Avenue.

There are ± 6.50 acres of gross area in the MX-NS zoning district and ± 1.54 acres of planned open space in MX-NS portion of the site; therefore, the net area of the MX-NS zoning district is ± 4.96 acres. Per CMC 18.05.050(L), the minimum density required is 10 units per acre, and the maximum density allowed is 24 units per acre. The minimum density for the MX-NS zoned area is 50 units (4.96 AC X 10 DU/AC) and the maximum density for the MX-NS zoned area is 119 units (4.96 AC X 24 DU/AC). Fifty-two units are planned in the MX-NS zoning district. Units will be provided with one 24-unit apartment building, one 12-unit mixed use building, and one 16-unit mixed use building. All buildings in the MX-NS zoning district have been designed to comply with CMC setback requirements, except the 12-unit mixed use building which cannot comply with the 10-foot maximum setback due to North Shore Boulevard reducing in size and shifting away from the building. These features result in a setback line that cannot be paralleled. The 12-unit mixed use building has been designed to be setback 10-feet on one corner, and as North Shore Boulevard right-of-way reduces, the building setback becomes ± 13 feet.

18.09.040 Density and dimensions—Single-family residential zones.

Table 1 – Density and Dimensions for Single-family Residential Zones	
	LD-NS
A. Standard New Lots	
Maximum density (dwelling units/net acre)	5.8 ⁷
Minimum density (dwelling units/net acres)	4
B. Density Transfer Lots¹	
Maximum density (dwelling units/net acre)	5.8
Minimum lot size (square feet)	5,250
Maximum lot size (square feet) ³	9,000
Minimum lot width (feet) ¹	40
Minimum lot depth (feet) ¹	80
Maximum building lot coverage	60%
Maximum building height (feet) ²	35

Notes:

- For additional density and dimension provisions, see CMC Sections 18.09.060 through 18.09.180.
- Maximum building height: three stories and a basement, not to exceed height listed.
- For parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone. Any further partitioning of the parent parcel or the oversized lot must comply with the lot size requirements of the underlying zone.
- Average lot area is based on the square footage of all lots within the development or plat. The average lot size may vary from the stated standard by no more than five hundred square feet.
- The maximum building lot coverage for single-story homes may be up to forty-five percent in R-6, R-7.5, and LD-NS zones, and forty percent in R-10 and R-12 zones. To qualify for increased lot coverage, a single-story home cannot include a basement or additional levels.
- Average building lot coverage is based on the square footage of all lots within the development or plat with an LD-NS zoning designation. The average building lot coverage may increase to fifty-five for single-story development and/or lots below five thousand square feet.
- Does not apply to cottage-style development.
- Minimum lot size for cottage-style development shall be two thousand four hundred square feet and rowhouse developments shall be one thousand eight hundred square feet.
- Minimum lot width for cottage-style development shall be thirty feet and rowhouse developments shall be twenty feet.
- Minimum lot depth for cottage-style and rowhouse development shall be fifty feet.
- Maximum building height for cottage-style development shall be twenty-five feet.

Table 2 – Building Setbacks for Single-Family Residential Zones	
Lot Area	LD-NS
Minimum front yard (feet)	10-25 ³
Minimum side yard (feet)	5
Minimum side yard flanking a street and corner lot rear yard (feet)	10
Minimum rear yard (feet)	10-20 ⁴
Minimum lot frontage on a cul-de-sac or curve (feet)	25

Notes:

1. Setbacks may be reduced to be consistent with the lot sizes of the development in which it is located. Notwithstanding the setbacks requirements of this chapter, setbacks and/or building envelopes clearly established on an approved plat or development shall be applicable. In the LD-NS zone, cottage-style development setbacks are identified in the North Shore Design Manual.
2. Garage setback is five feet behind the front of the dwelling.
3. LD-NS subarea developments are encouraged to vary the front yard building setbacks to provide visual interest along a residential block. Garage faces shall maintain a minimum setback of twenty feet. Lots with alley-access garages may have a minimum front yard building setback of ten feet.
4. LD-NS subarea developments with street-access garages may have a minimum rear yard setback of ten feet. LD-NS developments with alley-access garages must maintain a twenty foot rear-yard building setback from the alley.

Response:

The portion of the site that is in the LD-NS zoning district is required to meet the dimensional and setback standards of the LD-NS zoning district. The portion of the site in the LD-NS zoning district has a gross area of ±10.27 acres with ±6.95 acres of open space, creating a net area of ±3.32 acres. Critical areas on-site will be protected; therefore, density transfer standards are applied. Table 1 of CMC 18.09.040 permits a minimum of 4 new dwellings per acre and a maximum of 5.8 new dwellings per net acre on density transfer lots; therefore, the minimum required density for the LD-NS zoned area is 13 units (3.32 AC X 4 DU/AC) and the maximum allowable density for the LD-NS zoned area is 19 units (3.32 AC X 5.8 DU/AC). Thirty-one dwelling units are planned in the LD-NS zoning district, including seven single family residential lots and one 24-unit apartment building. The Applicant requests an exception to the maximum allowable density in the LD-NS zone given the overall density for the whole project is met. More than 66 percent of the site in the LD-NS zoning district is open space for critical area protection, and most of the units being provided in the LD-NS zoning district come from a single apartment building that has 24-units that connects with the units provide in the MX-NS zoning district. For these reasons, the Applicant believes they are meeting the intent of the LD-NS zoning district and keeping the intended character of the LD-NS zoning district and North Shore Subarea by protecting critical areas and providing transitions from larger, higher density buildings to lower density housing. The proposed lots in the LD-NS zoning district have been designed to allow for building construction within the required setbacks for each lot.

18.09.050 Density and dimensions—Multifamily residential zones.

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

Table Notes:

1. The non-attached side of a dwelling unit shall be three feet, otherwise a zero-lot line is assumed.
5. Maximum four stories but not to exceed height listed.
6. Does not apply to cottage-style development.
8. Minimum side yard flanking street shall be 10 feet for cottage-style and rowhouse developments.
9. Building heights shall "step-down" and provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS zone within 20 feet (measured horizontally) of an existing single detached residential building 30 feet or less in height. The building-height-transition standard is met when the height of the taller building does not exceed 1 foot of height for every 1 foot separating the new building from the existing single detached residential structure.
10. Maximum building height for cottage-style development shall be 25 feet.

Response:

The portion of the site that is in the HD-NS zoning district is required to meet the dimensional and setback standards of the HD-NS zoning district. The portion of the site in the HD-NS zoning district has a gross area of ±17.14 acres with ±3.95 acres of open space, creating a net area of ±13.19 acres. Table 1 of CMC 18.09.050 permits a minimum of 10 new dwellings per acre and a maximum of 18 new dwellings per net acre in the HD-NS zoning district; therefore, the minimum required density for the HD-NS zone area is 132 units (13.19 AC X 4 DU/AC) and the maximum allowable density for the HD-NS zoned area is 237 units (13.19 AC X 18 DU/AC). One hundred forty-three residential units are planned in the HD-NS zoning district. Units will be provided with two 24-unit apartment buildings and 95 single family residential lots. The proposed lots in the HD-NS zoning district have been designed to allow for building construction within the required setbacks for each lot.

18.09.060 Density transfers.

(…)

- C. Where a land division proposes to set aside a tract for the protection of a critical area, natural open space network, or network connector (identified in the city of Camas parks plan), or approved as a recreational area, lots

proposed within the development may utilize the density transfer standards under CMC Section 18.09.040.B Table-1.

Response: Due to the presence and protection of critical areas on-site, density transfer is planned with this project. To protect the on-site critical areas, ±13.51 acres of open space areas are planned for protection with this project. Density transfer standards under CMC Section 18.09 will be used single-family lots in the LD-NS zoning district. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.11 Parking

(...)

18.11.020 Design.

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

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

Response: All parking areas for the mixed use and multifamily buildings have drive aisles that are a minimum of 24 feet wide, with the majority of the drive aisles at 26 feet wide. The planned ingress and egress points are shown in the Preliminary Engineering Plans for review and approval by the City. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The parking lots that serve the mixed-use and multifamily buildings have been designed so that vehicles will not be required to back into the street or any public right-of-way. Refer to the Preliminary Engineering Plans included with this application for more information.

- C. **Parking Spaces—Access and Dimensions.** Adequate provisions shall be made for individual ingress and egress by vehicles to all parking stalls at all times by means of unobstructed maneuvering aisles.
 1. **Off-street parking space dimensions** shall be as follows or as otherwise approved by the director:
 - a. Standard spaces shall be a minimum of nine feet in width;
 - b. Standard spaces shall be a minimum of eighteen feet in length.
 2. **Aisle width dimensions** shall be as follows or as otherwise approved by the director:
 - a. One-way aisle width shall be fifteen feet;
 - b. Two-way aisle width shall be twenty-four feet.

Response: A total of 461 parking spaces are provided with the project. Nineteen of the planned parking stalls are small car parking spaces, with the remaining 442 parking stalls being standard stalls. The standard stalls have been designed to be 9 feet wide and 18 feet deep. The small car spaces have been designed to be 8 feet wide and 15 feet deep. All planned

drive aisles have been designed to be at least 24 feet wide and be two-way drive aisles. Refer to the Preliminary Engineering Plans included with this application for more information.

- D. **Small Car Parking Spaces.** A maximum of thirty percent of the total required parking spaces may be reduced in size for the use of small cars, provided these spaces shall be clearly identified with a sign permanently affixed immediately in front of each space containing the notation "compacts only." Spaces designed for small cars may be reduced in size to a minimum of eight feet in width and fifteen feet in length. Where feasible, all small car spaces shall be located in one or more contiguous areas and/or adjacent to ingress/egress points within parking facilities. Location of compact car parking spaces shall not create traffic congestion or impede traffic flows.

Response: A total of 415 parking spaces are required to serve the site. Nineteen of the planned parking stalls are small car parking spaces, which is 4.6 percent of the required parking stalls. The small car parking spaces have been designed to be 8 feet wide and at least 15 feet deep and will be appropriately labeled. Refer to the Preliminary Engineering Plans included with this application for more information.

18.11.030 Location.

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

- A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.
- (...)
- D. For uses other than those specified above: four hundred feet.

Response: All required parking for the single-family residential lots are located on the same lot as the residence. All parking spaces for the mixed-use and multifamily buildings are located on the same lot as the buildings and within 200 feet of the buildings they serve. Refer to the Preliminary Engineering Plans included with this application for more information.

(...)

18.11.100 Residential parking.

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

Response: Off-street parking will be provided for each future detached and attached single-family homes and will consist of garage and driveway spaces. Additional off-street parking will be provided in three common parking areas to serve residential parking needs. Refer to the Preliminary Engineering Plans included with this application for more information.

18.11.130 Standards.

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

Response: For the residential portion of the project, two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with driveway and garage spaces. Additionally, 19 off-street parking spaces are provided in common parking areas to meet the requirements of CMC 17.19.040.B.10.e.

A mixed-use building with 10,000 square feet of commercial space and 16 apartment units above the commercial space is planned on lot 106. The Applicant assumed that half of the planned apartment units will be one bedroom units and that half of the units will be two bedroom units. This results in 28 parking spaces being required for the apartment portion of the mixed-use building. The Applicant assumed one parking space for every 200 square feet of commercial space, resulting in 50 parking spaces being required for the commercial portion of the mixed use building. This means that Lot 106 is required to have 78 parking spaces. Seventy-eight parking spaces are provided on Lot 106.

Two 24-unit apartment buildings, one 2,250 square foot commercial building, and one mixed-use building with 8,000square feet of commercial space and 12 apartment units above the commercial space are planned on lots 103, 104, and 105.. The Applicant assumed that half of the planned apartment units will be one bedroom units and that half of the units will be two bedroom units. This results in 105 parking spaces being required for the apartment buildings and apartment portion of the mixed-use building. The Applicant assumed one parking space for every 200 square feet of commercial space, resulting in 51 parking spaces being required for the commercial building and the commercial portion of the mixed use building. This means that 156 parking spaces are required for Lots 103, 104, and 105. The Applicant is providing 175 parking spaces for Lots 103, 104, and 105. The planned parking area has been designed to be shared amongst the three lots.

Two 24-unit apartment buildings and one mixed-use building with 10,000 square feet of commercial space and 16 apartment units above the commercial space is planned on lots 107 and 108.. The Applicant assumed that half of the planned apartment units will be one bedroom units and that half of the units will be two bedroom units. This results in 112 parking spaces being required for the apartment buildings and apartment portion of the mixed-use building. The Applicant assumed one parking space for every 200 square feet of commercial space, resulting in 50 parking spaces being required for the commercial portion of the mixed use building. This means that 156 parking spaces are required for Lots 107 and 108. The Applicant is providing 189 parking spaces for Lots 107 and 108. The planned parking area has been designed to be shared amongst the two lots.

Overall, 415 parking spaces are required for the project and 461 parking spaces are planned for the project. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.13 Landscaping

(...)

18.13.020 Scope.

(...)

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

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

(...)

3. Parking lots with greater than four spaces;

(...)

Response: This project will create 41 detached single-family residential lots, 61 attached single-family residential lots, 116 multifamily apartment units, and ±30,250 square feet of commercial space; therefore, the requirements of this chapter apply.

(...)

18.13.040 Procedure for landscape, tree and vegetation plans.

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

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

Response: A tree survey was completed by AKS Engineering & Forestry, LLC. (AKS) and is included in the Preliminary Tree Preservation and Removal Plans, which are included with this application. A Preliminary Landscape Plan is also included in the Preliminary Engineering Plans. Refer to the Preliminary Tree Report and Preliminary Engineering Plans included with this application for more information.

18.13.045 Tree survey.

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

Response: A tree survey (included in the Preliminary Tree Preservation and Removal Plans) has been prepared by a certified arborist with AKS and is included with this application.

B. A tree survey must contain the following:

1. Inventory.

a. Map of the site, with tree locations numbered

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

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

Response: A tree inventory showing significant trees with location numbers has been completed by AKS as part of the Preliminary Tree Preservation and Removal Plans. Trees that will be protected and impacted with the project are identified on the Preliminary Engineering Plans. Refer to Preliminary Engineering Plans and included with this application for more information.

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

Response: A tree inventory showing significant trees with location numbers has been completed by AKS as part of the Preliminary Tree Preservation and Removal Plans. Trees that will be protected and impacted with the project are identified on the Preliminary Engineering Plans. Refer to Preliminary Engineering Plans and Preliminary Tree Preservation and Removal Plans included with this application for more information.

18.13.050 Standards for landscape, tree and vegetation plans.

(...)

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

Response: The Applicant is proposing to protect critical areas and protect as many existing trees as is practicable in open space tracts. The development will also provide street trees along all public streets within the development and landscaping in the parking lot for multifamily and mixed-use buildings. Landscaping will also be provided on the individual lots by the future homeowners. Refer to the Preliminary Engineering Plans included with this application for more information.

- C. Landscape, Tree and Vegetation Plan must include a combination of trees, shrubs, and ground cover to achieve the purposes of this chapter.
 1. Required landscaping shall be comprised of a minimum of sixty percent native vegetation (or adapted to northwest climate), or drought-tolerant vegetation, and fifty percent evergreen.

2. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of two inches, be equivalent to a fifteen-gallon container size, and be adequately staked for planting.
3. Evergreen trees shall be a minimum of five feet in height, fully branched, and adequately staked for planting.

Response: All landscaping plants planned for use in this project are either native or adapted to the northwest climate. All plant materials will meet the requirements of this section. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

Response: None of the planned vegetation for the project is an invasive species. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

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

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

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

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

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

- K. Vision clearance hazards shall be prohibited.
(...)

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

18.13.051 Minimum tree density requirement.

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

18.13.051 Table 1: Required Tree Density	
Proposed Activity	North Shore Subarea Required Minimum Tree Density per Net Acre ¹
New Development	30 Tree Units

¹At least fifty percent of minimum tree density shall be achieved through retention of existing trees where the existing tree coverage on the site would allow for this standard to be met. If this standard cannot be met, an arborist report is required to demonstrate that it cannot be met. Replacement trees must be native and/or coniferous species. More information is included in the North Shore Design Manual.

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

Response: The subject site has a gross area of ±36.04 acres with ±12.44 acres planned for open space. This results in a net area of ±23.60 acres for tree density calculations. Thirty tree units per acre are required; therefore 708 tree units are required (±23.60 acres x 30 trees per acre). A total of 2,558 tree units are planned with this project. The total tree units include 558 existing trees, totaling 2,236 tree units and 322 proposed trees, totaling 322

tree units; therefore, more than 50 percent of the tree density is obtained through the retention of existing trees. Refer to the Preliminary Engineering Plans and Preliminary Tree Preservation and Removal Plans included with this application for more information.

18.13.052 Tree and native vegetation preservation.

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

Response: The areas selected for tree retention were within the critical areas and where larger, mature trees were grouped together. Due to the site topography, shallow soils with underlain bedrock, roadway design and site grading constraints, tree preservation in alternative site areas was not feasible. There is significant native understory vegetation on the site in the disturbed areas and preserved critical areas. Invasive species will be removed with the development through site clearing or with the proposed preliminary critical area mitigation plan prepared by ELS with the preserved critical areas. Refer to the Preliminary Tree Preservation and Removal Plans included with this application for more information.

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

Response: Trees within the critical areas and buffers have been protected and it is not anticipated that tree removal will result in trees on adjacent properties becoming hazardous. Refer to the Preliminary Tree Preservation and Removal Plans included with this application for more information.

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

1. Onsite.

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

Response: Existing trees will be preserved, and tree density requirements will be met with a combination of existing trees and planned trees. Planned trees include a combination of street trees and on-site landscape trees. Refer to the Preliminary Engineering Plans included with this application for more information.

18.13.055 Landscape buffering standards.

Table 1 – Landscape Buffers				
Abutting Zone ▶	Residential		Commercial	
Uses on Site ▼	Not Separated by a Street	Separated by a Street	Not Separated by a Street	Separated by a Street
Multifamily Residential	5' L1	5' L1	10' L3	10' L2
Commercial	10' L3	5' L2	5' L1	5' L2

(...)

Response: Single family residences and open space tracts abut most of the exterior of the project site's boundary. Single family residences and open space tracts are not required to provide a landscape buffer. A planned mixed-use commercial building has been designed to abut a portion of the site's southern boundary. The required landscape buffer for a commercial use adjacent to a residential use is a 10-foot L3 buffer. The commercial use has been designed with a 10-foot L3 buffer. Refer to the Preliminary Engineering Plans included with this application for more information.

18.13.060 Parking areas.

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

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

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

Response: Interior landscaping is provided in multiple landscape islands that include trees and shrubs. Perimeter landscaping areas are designed to provide shade and visual relief and have been designed to meet CMC standards. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Four hundred sixty-one parking spaces are planned with this project. These parking spaces are split amongst the multifamily and mixed-use buildings and single-family residential parking areas. The parking area located on lot 106 contains 78 parking spaces, which requires 13 trees, and 13 trees are provided. The parking area located on lots 107, 108, and Tract N contains 189 parking spaces, which requires 32 trees, and 32 trees are provided. The parking area located on lots 103, 104, and 105 contains 175 parking spaces, which requires 29 trees, and 29 trees are provided. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Planter islands are planned within the parking lots of the multifamily and mixed-use buildings. Perimeter landscape areas are also planned around multifamily and mixed-use parking areas. Refer to the Preliminary Engineering Plans included with this application for more information.

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

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

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

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

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

Response: Curbed planting areas are provided at the end of each parking aisle to protect parked vehicles. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No more than 15 parking stalls are in a single row without a landscape divider strip provided. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.15 Signs

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

Chapter 18.17 Supplemental Development Standards

(...)

18.17.030 Corner lot vision clearance area.

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

(...)

18.17.050 Fences and walls.

Response: All future fences for the residential lots will not exceed 6 feet in height. Therefore, permits will not be required for fences.

18.17.060 Retaining walls.

Response: Retaining walls may be necessary to complete the project. Wall locations will be determined with final engineering if necessary. If walls over six feet tall are required, the Applicant will request approval from the engineer. Refer to the Preliminary Engineering Plans included with this application for more information.

Chapter 18.19 Design Review

(...)

18.19.050 Design principles.

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

A. Standard Principles.

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

Response: All planned landscaping will be done with a purpose and will be used to integrate the planned subdivision and site plans into the surrounding area. This will be achieved through retention of critical areas and associated landscape and proposed site and right-of-way landscaping. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Multiple open spaces are planned throughout the project area to protect critical areas and existing groves of trees to the greatest extent practicable. Open spaces will be integrated into the community and, except for the protected critical areas, open for use of the future residents to enjoy. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The mixed use and apartment buildings will be constructed to have a finished look and have been designed to meet the standards of CMC title 15 and title 18. The mixed use and apartment buildings will go through the final site plan review process, where this standard will be reviewed again. These elements will also be reviewed during the building permit process for the single family residential lots.

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

Response: No known historic or heritage elements exist within the site. On-site critical areas will be protected and provide large open space tracts for tree protection and sidewalks and an off-site pedestrian pathway will be integrated in the project. Protected open spaces will help maintain some of the natural elements of the site. Refer to the Preliminary Engineering Plans included with this application for more information.

B. Specific Principles.

1. Gateways.

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

2. Commercial and Mixed Uses.

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

Response: Generally, all on-site parking areas that serve the mixed-use and multifamily buildings are placed to the interior of the site. Due to the shape and grades of the site, the need to meet parking quantity requirements. There are some areas where parking is adjacent to the street. Parking areas adjacent to the streets will be screened with Landscaping. Refer to the Preliminary Engineering Plans included with this application for more information.

- b. Buildings shall be used to define the streetscape unless site conditions prove prohibitive.

Response: Planned building locations are shown for the mixed-use and multifamily buildings. To help define the streetscape, these planned buildings are located along the street frontages to the greatest extent practicable, while considering site grades and parking requirements. Refer to the Preliminary Engineering Plans included with this application for more information.

- c. Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.

Response: Multifamily apartment buildings have been designed to abut the HD-NS and LD-NS zoning district. The planned attached single family lots adjacent to the multifamily buildings will

generally be of similar scale to the multifamily buildings. A planned parking area for the multifamily buildings will provide additional separation between the multifamily buildings and the attached townhomes. The larger single family lots in the southeast corner of the site are separated from the mixed use and multi-family buildings with a large open space tract.

- d. Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.

Response: Higher intensity uses will occur on the interior of the project area. The planned mixed-use and commercial buildings have been designed to front North Shore Boulevard and N 54th Avenue. Attached and detached single-family homes are planned around the exterior of the project area to transition to the neighboring residential zoned properties. . Landscaping and open space areas exist throughout the project area and will be used to help provide a more seamless appearance between varying uses and the natural area.

- e. Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.

Response: Uses throughout the site are arranged so that the higher intensity uses are adjacent to rights-of-way and the MX-NS and C-NC zoned areas of the site. Lower density residential lots are placed around the exterior of the site, adjacent to similarly zoned residential parcels off-site. Refer to the Preliminary Engineering Plans included with this application for more information.

- f. Walls shall be broken up to avoid a blank look and to provide a sense of scale.

Response: Walls will be broken up and a blank look will be avoided. These elements will be reviewed during the building permit review.

- g. Outdoor lighting shall not be directed off-site.

Response: No outdoor lighting will be directed off-site and all requirements of the CMC for lighting will be met. The lighting for the site plans will be reviewed with the final site plan application.

3. Multifamily.

(...)

b. Townhomes and Rowhouses.

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

Response: All parking for the planned townhomes will be in driveways and garages; therefore, no screening is required. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Planned building locations are shown for the mixed-use and multifamily buildings. To help define the streetscape, these planned buildings are located along the street frontages to the greatest extent practicable, while considering site grades and parking requirements. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The planned townhomes will be two-story and range from two to four units per structure, making them similarly scaled to the detached single-family buildings within the project.

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

Response: Walls will be broken up and have articulation and a blank look will be avoided. These elements will be reviewed during the building permit review.

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

Response: Detached garages are not proposed with this project; therefore, this standard does not apply.

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

(...)

Response: The mixed use and apartment buildings will be constructed to have a finished look and will be designed to meet the standards of CMC title 15 and title 18. The mixed use, apartment, and commercial buildings will go through the final site plan review process, where this standard will be reviewed again. These elements will also be reviewed during the building permit process for the single-family residential lots.

- 4. North Shore Subarea. All development within the North Shore subarea shall meet the minimum requirements determined in North Shore Design Manual.
 - a. Use a stepped-transition in building height and mass to move from higher density to lower density and from more intense mix-of-uses to single uses to provide compatible scale and privacy between developments. Building height transitions shall be applied to new and vertically expanded buildings in the HD-NS, C-NS, MX-NS, and ME-NS zones within twenty feet (measured horizontally) of an existing single detached residential building thirty feet or less in height. The building height transition standard is met when the height of the taller building does not exceed one foot of height for every one foot separating the new building from the existing single detached residential structure.

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

Response: The planned project will provide apartment units in mixed-use buildings, multifamily apartments, attached townhome single-family homes, and detached single-family homes. All multifamily buildings are greater than 20 feet away from the planned single family lots; therefore, a stepped transition is not necessary. The planned single-family attached lots range from ±24 feet wide to ±29 feet wide. The detached single-family lots range from ±32 feet wide to ±62 feet wide. Single-family lots in the HD-NS and LD-NS zoning districts will meet setback requirements. Additionally, multiple open spaces are planned throughout the project to help break up the project. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Structured or tuck-under parking is not planned with this project. The number of parking stalls required does not justify structured parking and tuck-under parking is generally not feasible due to site grade and ensuring adequate commercial space is provided in the mixed-use building. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Public facing facades will be provided, and entries will be covered for weather protection. This will be reviewed during building permit review.

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

Response: Multiple entries will be provided for the mixed-use buildings. Access to the buildings can be gained from North Shore Boulevard and N 54th Avenue, and the planned parking areas within the lots. Sidewalks and pedestrian access points to the mixed-use buildings connect to the public right-of-way along North Shore Boulevard and N 54th Avenue. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The single family homes and mixed use and apartment buildings will be constructed to have a finished look and will be designed to meet the standards of CMC title 15 and title 18. The mixed use and apartment buildings will go through the final site plan review process, where this standard will be reviewed again. These elements will also be reviewed during the building permit process for the single-family residential lots.

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

(...)

Response: Preliminary Lighting Plans for public rights-of-way are included in the Preliminary Engineering Plans and show the location of planned street lighting. Lighting for the mixed-use and multifamily site plans will be included in the final site plan review. All lighting will meet the requirements of the CMC.

Chapter 18.47 Temporary Use Permits

Response: The Applicant intends to apply for a temporary use permit (TUP) for blasting and rock crushing to assist in site development. A TUP is only valid for 180 days. For this reason, the Applicant intends to apply for a TUP nearer to the planned site construction date. All materials necessary to obtain approval for the TUP will be addressed during the appropriate review process.

Chapter 18.55 Administration and Procedures

Article II. – Pre-Filing Requirements

(...)

18.55.060 Preapplication conference meeting—Type II, Type III.

Response: This application requires a pre-application conference meeting, which was held on June 6, 2024.

Article III. – Application Requirements

(...)

18.55.110 Application—Required information.

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

- A. A copy of a completed city application form(s) and required fee(s);
- B. A complete list of the permit approvals sought by the applicant;
- C. A current (within thirty days prior to application) mailing list and mailing labels of owners of real property within three hundred feet of the subject parcel, certified as based on the records of Clark County assessor;

-
- D. A complete and detailed narrative description that describes the proposed development, existing site conditions, existing buildings, public facilities and services, and other natural features. The narrative shall also explain how the criteria are or can be met, and address any other information indicated by staff at the preapplication conference as being required;
 - E. Necessary drawings in the quantity specified by the director;
 - F. Copy of the preapplication meeting notes (Type II and Type III);
 - G. SEPA checklist, if required;
 - H. Signage for Type III applications and short subdivisions: Prior to an application being deemed complete and Type III applications are scheduled for public bearing, the applicant shall post one four-foot by eight-foot sign per road frontage, unless a different size (not to be less than six square feet) is approved by the director. The sign shall be attached to the ground with a minimum of two four-inch by four-inch posts or better. The development sign shall remain posted and in reasonable condition until a final decision of the city is issued, and then shall be removed by the applicant within fourteen days of the notice of decision by the city. The sign shall be clearly visible from adjoining rights-of-way and generally include the following:
 - 1. Description of proposal,
 - 2. Types of permit applications on file and being considered by the City of Camas,
 - 3. Site plan,
 - 4. Name and phone number of applicant, and City of Camas contact for additional information,
 - 5. If a Type III application, then a statement that a public hearing is required and scheduled. Adequate space shall be provided for the date and location of the hearing to be added upon scheduling by the city.
 - I. A copy of a full title report.

Response: This application is for a Preliminary Subdivision Plat and Preliminary Site Plan approval and contains all the required information listed in this section.

North Shore Subarea Design Manual

Section 2 – Land Use and Development Standards

2.1 North Shore Lower Density Residential (LD-NS)

Intent and Character

The North Shore – Lower Density (LD-NS) district is intended for low density residential developments, including the following types of housing.

- Detached single-family homes
- Duplexes
- Cottage cluster developments
- Accessory dwelling units (ADUs)

Response: Single-family homes and one apartment building are planned in the LD-NS zoning district. Detached single-family homes and apartments are permitted outright in the LD-NS zoning

district per CMC 18.07.040, subject to the approval of applicable permits. The planned uses are appropriate for the zoning district.

Design Standards and Guidelines

Dimensional Standards

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

Table 1: Dimensions and Standards for Standard Lots in LD-NS	
Item	Standard
Density range (min-max dwelling units/acre)	4-5.8
Average lot area (square feet)	7,500
Minimum lot size (square feet)	5,400
Maximum lot size (square feet)	12,000
Minimum lot width	40
Minimum lot depth	90
Average building lot coverage	45%
Average lot area (square feet)	7,500
Maximum building height (feet)	35
Setbacks, Street loaded (feet):	
Front yard	10-25
Side yard	5 / 10 if flanking a street and corner lot rear
Rear yard	10-20
Setbacks, Ally loaded (feet)	
Front yard	10
Side yard	5
Rear yard	10-20
Maximum building height (feet)	35

Response: The portion of the site that is in the LD-NS zoning district is required to meet the dimensional and setback standards of the LD-NS zoning district. The portion of the site in the LD-NS zoning district has a gross area of ± 10.27 acres with ± 6.95 acres of open space, creating a net area of ± 3.32 acres. Critical areas on-site will be protected; therefore, density transfer standards are applied. Table 1 of CMC 18.09.040 permits a minimum of 4 new dwellings per acre and a maximum of 5.8 new dwellings per net acre on density transfer lots; therefore, the minimum required density for the LD-NS zoned area is 13 units ($3.32 \text{ AC} \times 4 \text{ DU/AC}$) and the maximum allowable density for the LD-NS zoned area is 19 units ($3.32 \text{ AC} \times 5.8 \text{ DU/AC}$). Thirty-one dwelling units are planned in the LD-NS zoning district, including seven single family residential lots and one 24-unit apartment building. The Applicant requests an exception to the maximum allowable density in the LD-NS zone given the overall density for the whole project is met. More than 66 percent of the site in the LD-NS zoning district is open space for critical area protection, and most of the units being provided in the LD-NS zoning district come from a single apartment building that has 24-units that connects with the units provide in the MX-NS zoning district. For these reasons, the Applicant believes they are meeting the intent of the LD-NS zoning district and keeping the intended character of the LD-NS zoning district and North Shore Subarea by protecting critical areas and providing transitions from larger, higher density buildings to lower density housing. The proposed lots in the LD-NS zoning

district have been designed to allow for building construction within the required setbacks for each lot.

The subject site consists of four different zoning districts, C-NS, MX-NS, LD-NS, and HD-NS. The density of the project has been determined by calculating the required minimum and allowed maximum density for each zoning district and adding them together. The total required minimum density for the site is 195 units and the total allowed maximum density for the site is 375 units. The project will provide 242 total units, including apartments, attached single-family lots, and detached single-family lots. Refer to the Preliminary Engineering Plans included with this application for more information.

Site Development Guidelines

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

- Lot sized should be varied to avoid “cookie cutter” and predictable suburban development patterns, and to better reflect the natural geography.

Response: The planned single-family lots in the LD-NS zoning district range from ±52 feet wide to ±69 feet wide. A large open space tract will also be provided adjacent to the LD-NS zoning district to help provide a natural feel. Refer to the Preliminary Engineering Plans included with this application for more information.

- Porches should be located on the street-facing façade and can be linear or wrapping.

Response: This application is for a 108-lot subdivision. No structures are proposed as part of this application; however, porches will be considered for residences within the LD-NS zoning district. If proposed, these elements will be reviewed during the building permit process.

- Attached garages are encourages over detached garages. If detached, the garage should be located behind the primary structure.

Response: Attached garages will be provided with the project and no detached garages are proposed.

- ADUs are encouraged to support housing variety. ADUs should be designed to complement the primary residence.

Response: The proposed lots in the development are not large enough to support accessory dwelling units (ADUs); therefore, none are proposed.

- The form and layout of building should be oriented to retain or integrate with the existing topography, natural habitat and respond to climatic or solar conditions.

Response: All lots in the planned project have been designed to work with the existing grades to the greatest extent practicable. Refer to the Preliminary Engineering Plans included with this application for more information.

- Developments should integrate appropriate sustainable design features, such as passive building design, green roofs, permeable surfaces, stormwater management, and naturesscaping (see Section 4).

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

Site Development Principles

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

- Residential development shall provide roof variation and detail through the use of dormers and other design elements of the Pacific Northwest style as described in Section 2.
- A pedestrian pathway shall be provided from the main entrance of the dwelling to the sidewalk.
- All garages shall include similar architectural features as the primary structures (e.g., windows, siding) to blend in with the residence.
- Fences shall not block views to or from the street.

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

2.2 North Shore Higher Density Residential (HD-NS)

Intent and Character

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

Response: Attached single-family homes (townhomes or rowhouses), detached single-family homes, and multifamily buildings are planned within the HD-NS zoning district. Townhomes, detached single-family homes, and multifamily buildings are permitted outright, per CMC 18.07.040, and are subject to the approval of applicable permits, in the HD-NS zoning district. The proposed use for the project is appropriate for the existing zoning of the property.

Design Standards and Guidelines

Dimensional Standards

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

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

Response: The portion of the site that is in the HD-NS zoning district is required to meet the dimensional and setback standards of the HD-NS zoning district. The portion of the site in the HD-NS zoning district has a gross area of ± 17.14 acres with ± 3.95 acres of open space, creating a net area of ± 13.19 acres. Table 1 of CMC 18.09.050 permits a minimum of 10 new dwellings per acre and a maximum of 18 new dwellings per net acre in the HD-NS zoning district; therefore, the minimum required density for the HD-NS zone area is 132 units ($13.19 \text{ AC} \times 4 \text{ DU/AC}$) and the maximum allowable density for the HD-NS zoned area is 237 units ($13.19 \text{ AC} \times 18 \text{ DU/AC}$). One hundred forty-three residential units are planned in the HD-NS zoning district. Units will be provided with two 24-unit apartment buildings and 95 single family residential lots. The proposed lots in the HD-NS zoning district have been designed to allow for building construction within the required setbacks for each lot.

The subject site consists of four different zoning districts, C-NS, MX-NS, LD-NS, and HD-NS. The density of the project has been determined by calculating the required minimum and allowed maximum density for each zoning district and adding them together. The total required minimum density for the site is 195 units and the total allowed maximum density for the site is 375 units. The project will provide 242 total units, including apartments, attached single-family lots, and detached single-family lots. Refer to the Preliminary Engineering Plans included with this application for more information.

Site Development Guidelines

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

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

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

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

Response: Generally, all on-site parking areas that serve the mixed-use and multifamily buildings are placed to the interior of the site and screened by the planned buildings. Due to the shape and grades of the site, and the need to meet parking quantity requirements, there are some areas where parking is adjacent to the street. Parking areas adjacent to the street will be screened. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: This application is for a 108-lot subdivision. No structures are proposed as part of this application; however, porches will be considered for residences within the HD-NS zoning district. If proposed, these elements will be reviewed during the building permit process.

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

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

Site Development Principles

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

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

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

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

Response: Multiple entries will be provided for the multifamily residential buildings. Access to the buildings can be gained from North Shore Boulevard, N 54th Avenue, and the planned parking areas within the lots. Sidewalks and pedestrian access points to the buildings connect to the public right-of-way along North Shore Boulevard and N 54th Avenue. Attached and detached single-family buildings will have entries facing the public streets. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Multifamily apartment buildings are planned in the HD-NS portion of this project. All planned buildings are designed to abut North Shore Boulevard and N 54th Avenue. North Shore Boulevard is a planned arterial road and N 54th Avenue is a planned local access road. All multifamily buildings are greater than 20 feet away from the planned single family lots; therefore, a stepped transition is not necessary. The planned multifamily apartment buildings in the HD-NS zoning district will be screened by open spaces, roads,

and landscape buffers. Attached single-family townhomes abut the multifamily apartment buildings to the west. The multifamily apartment buildings will be three stories tall and similar in scale and height to the attached single-family townhomes that they abut. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: No structures are planned as part of this application; however, the Applicant will include weather protection for public facing facades and building entries. These elements will be reviewed during the building permit process.

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

Response: Preliminary Lighting Plans for the public rights-of-way are included in the Preliminary Engineering Plans and show the locations of proposed street lighting. Lighting for the multifamily buildings will be addressed in the final site plan. All lighting will meet the requirements of the CMC.

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

Response: No structures are planned as part of this application; however, sustainable design features will be considered for buildings. These elements will be reviewed during the building permit process.

2.3 North Shore Commercial (C-NS)

Intent and Character

The North Shore Commercial (C-NS) district is intended to allow for a range of commercial activities providing goods and services in the subarea. Public-facing commercial buildings should add to the pedestrian-level environment by including ground-level windows and entrances.

Response: The portions of the site that are in the MX-NS and C-NS zoning districts are required to meet the dimensional and setback standards of the MX-NS and C-NS zoning districts. There are no open space tracts located within the C-NS portion of the site; therefore, the net area of the C-NS zoned portion site is ± 2.12 acres. The Applicant is proposing one mixed use building in the C-NS zoned area of the site. The planned mixed use building contains $\pm 10,000$ square feet of commercial space on the ground floor and 16 apartment units on the upper floors of the building. Dwelling units are not permitted in the C-NS zoning district; however, the Applicant requests an exception to portions of the C-NS standards. The $\pm 10,000$ square feet of commercial space that will be provided in the C-NS zoning district meets the intent of the C-NS zoning district and is of similar size to space that would be provided with a commercial only building. The Applicant is also proposing a 10-foot front yard setback to match the planned mixed use buildings on the other side of N 54th Avenue. The planned residential dwelling units above the mixed-use building on Lot 106 will provide a similar feel to the mixed-use building across N 54th Avenue and help create a homogeneous use of N 54th Avenue.

Design Standards and Guidelines

Dimensional Standards

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

Table 5: Dimensions and Standards in C-NS	
Item	Standard
Minimum lot size (square feet)	None
Minimum lot width	None
Minimum lot depth	None
Maximum building lot coverage	None
Maximum building height (feet)	100
Minimum usable open space ¹	5% of net acreage
Setbacks (feet):	
Front yard	15
Side yard	None
Rear yard	None

1. “Usable Open Space” means areas planned and improved to provide opportunities for active recreation, passive relaxation, or community interaction, and that are accessible to the public or to residents, employees, or customers in common. Examples include plazas, courtyards, private parks, sport fields and courts, and viewpoints overlooking natural resource areas. Usable Open Space does not include public parks unless the parks were approved as Usable Open Space and conveyed to the City (CMC 18.03).

Response:

The portions of the site that are in the MX-NS and C-NS zoning districts are required to meet the dimensional and setback standards of the MX-NS and C-NS zoning districts. There are no open space tracts located within the C-NS portion of the site; therefore, the net area of the C-NS zoned portion site is ±2.12 acres. The Applicant is proposing one mixed use building in the C-NS zoned area of the site. The planned mixed use building contains ±10,000 square feet of commercial space on the ground floor and 16 apartment units on the upper floors of the building. Dwelling units are not permitted in the C-NS zoning district; however, the Applicant requests an exception to portions of the C-NS standards. The ±10,000 square feet of commercial space that will be provided in the C-NS zoning district meets the intent of the C-NS zoning district and is of similar size to space that would be provided with a commercial only building. The Applicant is also proposing a 10-foot front yard setback to match the planned mixed use buildings on the other side of N 54th Avenue. The planned residential dwelling units above the mixed-use building on Lot 106 will provide a similar feel to the mixed-use building across N 54th Avenue and help create a homogeneous use of N 54th Avenue.

The subject site consists of four different zoning districts, C-NS, MX-NS, LD-NS, and HD-NS. The density of the project has been determined by calculating the required minimum and allowed maximum density for each zoning district and adding them together. The total required minimum density for the site is 195 units and the total allowed maximum density for the site is 375 units. The project will provide 242 total units, including apartments, attached single-family lots, and detached single-family lots. Refer to the Preliminary Engineering Plans included with this application for more information.

Site Development Guidelines

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

- Encourage small, local businesses, such as restaurants, cafes, and grocers that serve North Shore residents and businesses, while complementing downtown Camas.

Response: The Applicant does not know what commercial businesses will occupy the planned mixed use building; however, the businesses will provide services to serve the residents of the North Shore subarea. Refer to the Preliminary Engineering Plans included with this application for more information.

- Buildings should be oriented to enhance the natural topography.

Response: The planned mixed use buildings will be constructed with multiple entries and will be oriented to align with the existing site grades and try to limit the amount of grading necessary for building construction. Refer to the Preliminary Engineering Plans included with this application for more information.

- All new developments should provide multimodal connections throughout the development, as well as to adjacent developments.

Response: Pedestrian sidewalks are planned throughout the site. Additionally, an off-site utility and public access easement will provide connection to the existing City of Camas parks and recreation opportunities to the south. Refer to the Preliminary Engineering Plans included with this application for more information.

- The visibility of off-street surface parking should be minimized by locating parking in buildings or locating surface parking behind buildings.
- **Response:** Generally, all on-site parking areas that serve the mixed-use and multifamily buildings are placed to the interior of the site. Due to the shape and grades of the site, the need to meet parking quantity requirements. There are some areas where parking is adjacent to the street. Parking areas adjacent to the streets will be screened with Landscaping. Refer to the Preliminary Engineering Plans included with this application for more information. Public plazas are encouraged in the C-NS district and should incorporate similar design features to the established central plaza to add to the sense of place. See Section 2.4, MX-NS district for a description of the design features recommended for the central plaza.

Response: Public plazas have not been proposed in the commercial zone. To provide a commercial space of adequate size and provide required parking, space will generally not be available to provide a public plaza. Landscaping consistent with the North Shore subarea district requirements will be provided in the C-NS portion of the site. Additionally, pedestrian access to the Legacy Lands and City of Camas public park to the south can be achieved through use of planned access easement. Refer to the Preliminary Engineering Plans included with this application for more information.

- Sustainable design features are encouraged, such as passive building design, green roofs, permeable surfaces, stormwater management, and naturescaping (see Section 4).

Response: No structures are proposed as part of this application; however, sustainable design features will be considered for buildings. These elements will be reviewed during the building permit process.

Site Development Principles

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

- Commercial buildings shall include multiple points of entry and ground-floor windows to facilities access, visual interests, and promote safety.

Response: No structures are proposed as part of this application; however, the planned mixed use building will contain multiple points of entry and ground-floor windows. Landscaped setbacks and entry points will have design aspects similar to the landscaped areas provided in the multifamily and single-family portion of the project.

- Public-facing facades shall provide weather protection through deep overhangs, which are allowed within the front yard setback.

Response: No structures are proposed as part of this application; however, design features will be considered for the buildings. These elements will be reviewed during the building permit process.

- Developments shall avoid large blank wall surfaces.

Response: No structures are proposed as part of this application; however, design features will be considered for the buildings. These elements will be reviewed during the building permit process.

- Outdoor storage, loading, and equipment areas shall be located and designed to blend in with the surroundings.

Response: No loading or storage areas are planned with the mixed use buildings. It is anticipated that future deliveries will occur with small trucks and will occur outside of business hours.

- Setbacks and landscaping shall include multimodal amenities where possible, such as bike racks and benches.

Response: All planned landscaping will have design aspects similar to the landscaped areas provided in the multifamily and single-family portion of the project. Refer to the Preliminary Engineering Plans included with this application for more information.

- Parking areas available to the general public shall be clearly identified and connected to the building entry and/or sidewalk with a pedestrian path.

Response: Parking stalls are planned all around the planned multi use building. Additionally, sidewalks leading to the planned building exist throughout the lot. Parking spaces abut that planned sidewalk, providing a clearly identified path from the parking area to the multi-use building. Refer to the Preliminary Engineering Plans included with this application for more information.

2.4 North Shore Mixed Use (MX-NS)

Intent and Character

The North Shore Mixed Use (MX-NS) district is intended to provide for a wide range of commercial and residential uses. Compact development is encouraged to support transit and pedestrian travel. Developments in this zone should create spaces for community gathering, waiting, discussion and outdoor commercial activities. Cottage-style and rowhouse developments are allowed residential uses within the MX-NS zone and are to follow the design standards and guidelines describes in Section 2.1 and 2.2.

Response: Mixed Use, commercial, and multifamily apartment buildings are planned in the portion of the site located in the MX-NS zoning district. The variety of uses meet the intent of the MX-NS zoning district, by providing commercial and residential uses that promote pedestrian travel. For these reasons, the proposed use for the project is appropriate for the existing zoning of the property.

Design Standards and Guidelines

Dimensional Standards

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

Table 6: Dimensions and Standards for Standard Lots in MX-NS	
Item	Standard
Density range (min-max dwelling units/acre)	24
Minimum lot size (square feet)	1,800
Maximum gross floor area	None
Minimum lot width	None
Minimum lot depth	None
Average building lot coverage	65%
Maximum building height (feet)	100
Setbacks (feet):	
Front yard (maximum setback at front building line)	10
Side yard	10
Rear yard / alley-loaded	10/20

Response: The portions of the site that are in the MX-NS are required to meet the dimensional and setback standards of the MX-NS zoning districts. There are ± 6.50 acres of gross area in the MX-NS zoning district and ± 1.54 acres of planned open space in MX-NS portion of the site; therefore, the net area of the MX-NS zoning district is ± 4.96 acres. Per CMC 18.05.050(L), the minimum density required is 10 units per acre, and the maximum density allowed is 24 units per acre. The minimum density for the MX-NS zoned area is 50 units (4.96 AC X 10 DU/AC) and the maximum density for the MX-NS zoned area is 119 units (4.96 AC X 24 DU/AC). Fifty-two units are planned in the MX-NS zoning district. Units will be provided with one 24-unit apartment building, one 12-unit mixed use building, and one 16-unit mixed use building. All buildings in the MX-NS zoning district have been designed to comply with CMC setback requirements, except the 12-unit mixed use building which cannot comply with the 10-foot maximum setback due to North Shore Boulevard reducing in size and shifting away from the building. These features result in a setback line that cannot be paralleled. The 12-unit mixed use building has been designed

to be setback 10-feet on one corner, and as North Shore Boulevard right-of-way reduces, the building setback becomes ± 13 feet.

The subject site consists of four different zoning districts, C-NS, MX-NS, LD-NS, and HD-NS. The density of the project has been determined by calculating the required minimum and allowed maximum density for each zoning district and adding them together. The total required minimum density for the site is 195 units and the total allowed maximum density for the site is 375 units. The project will provide 242 total units, including apartments, attached single-family lots, and detached single-family lots. Refer to the Preliminary Engineering Plans included with this application for more information.

Site Development Guidelines

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

- Shared parking is encouraged between adjacent or vertically mixes uses.

Response: The parking areas for the mixed-use buildings will also be shared with the multifamily buildings. Refer to the Preliminary Engineering Plans included with this application for more information.

- All development should provide multimodal connections throughout the development, as well as to adjacent development.

Response: Multiple entries will be provided for the mixed use and multifamily residential buildings. Access to the buildings can be gained from North Shore Boulevard, N 54th Avenue, and the planned parking areas within the lots. Sidewalks and pedestrian access points to the mixed-use buildings connect to the public right-of-way along North Shore Boulevard and N 54th Avenue. North Shore Boulevard is a planned arterial, which provides multimodal connection opportunities to future developments. Refer to the Preliminary Engineering Plans included with this application for more information.

- Parking areas available to the general public should be clearly identified.

Response: Parking areas available to the general public will be identified in the completed project.

- Sustainable design features are encouraged, such as passive building design, green roofs, permeable surfaces, stormwater management, and naturescaping (see Section 4)

Response: No structures are proposed as part of this application; however, sustainable design features will be considered for buildings. These elements will be reviewed during the building permit process.

Site Development Principles

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

- Landscaped setbacks and entry-points shall incorporate aspects from landscaping or nearby residential developments.

Response: Landscaped setbacks and entry points will have design aspects similar to the landscaped areas provided in the multifamily and single-family portion of the project.

- For ground-floor residential spaces in this zone, landscaping shall provide adequate privacy from the public view.

Response: Ground-floor residential units are planned in the MX-NS zoning district; therefore, this standard applies. Landscaping or other design measures will be installed around the planned apartment buildings to provide adequate privacy.

- Wayfinding and interpretative signage shall be provided to direct people to historic, cultural, and natural resources throughout the area.

Response: Currently, no wayfinding or interpretive signs are proposed. Wetland buffer demarcation signs will be provided to identify and protect critical areas.

- Ground-floor commercial space shall include pedestrian amenities fronting the right-of-way. This may include adequate down-facing lighting, public seating or resting facilities, bicycle racks, small-scale landscaping consistent with the natural environment, and signage consistent with this design manual.

Response: Final pedestrian amenities will be determined with final building design, based on the site grades, final architectural design, and surrounding site design. These elements will be reviewed during the final site plan and building permit processes.

- Mixed-use developments that front the central plaza shall include ground-floor retail/commercial space to encourage pedestrian-level activity.

Response: The planned mixed-use building does not front the central plaza identified in the *North Short Subarea Plan*; therefore, this standard does not apply.

2.6 Parks and Open Space

Intent and Character

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

The intent of the subarea is to locate trails and open spaces throughout the area, as well as on the edge of the subarea to create buffers for wildlife and to provide recreation opportunities. Design guidelines for parks and open space should be applied to all developments that incorporate parks and open space uses, regardless of the zone of the development. Parks and open space uses could include public plazas, pocket parks, sustainable stormwater management, HOA/private parks with future development agreements, public easements, and streetscapes, including public gathering spaces.

Response: Multiple open spaces will be provided for the protection of existing on-site trees and critical areas, as well as providing recreational opportunities for residents. Open spaces and a planned public access easement will provide connections to existing public parks.

Site Design Principles

The following principles apply to parks and open space.

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

Response: No Development Agreement related to parks or open spaces is planned with this project. A utility and pedestrian access path with easement will be created on City of Camas park land to the south of the site.

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

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

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

Response: The planned project is protecting existing trees and critical areas to the greatest extent practicable. Planned landscaping will include native and naturalized plant material selection to retain the natural character of the subarea. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: Trails will be constructed to the City specifications. Refer to the Preliminary Engineering Plans included with this application for more information.

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

Response: The planned off-site utility and public access easement will not include any lighting. No trails and paths separate from the sidewalk are proposed within the development. Refer to the Preliminary Engineering Plans included with this application for more information.

Section 3 – Streetscapes and Right-of-Way

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

3.1 Design Guidelines

Street Lighting

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

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

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

Response: Streetlighting is designed to illuminate the streets and appropriately blend with the North Shore Subarea Design Manual standards. The details of the streetlighting will be determined and reviewed during final engineering.

Street Furniture

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

Response: Street furniture is not proposed with this application. Any proposed street furniture will be reviewed with the final site plan review of the multifamily and commercial site plans.

Signage

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

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

Street Landscaping

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

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

Tree Grates

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

Response: Tree grates and specific storm grates are not proposed with this application. Any proposed grates that may be proposed in the future will be reviewed with the final review of the multifamily and commercial site plans.

3.2 Rights-of-Way

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

Local Streets

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

Response: The subject site is within the North Shore Subarea and all planned public streets within the project are designed to meet the North Shore Subarea Design Manual standards. Five public streets are planned with this project (North Shore Boulevard, N 57th Avenue, N 56th Avenue, N 55th Avenue, N 54th Avenue, and N Mills Street). N 57th Avenue, N 56th Avenue, N 55th Avenue, and N 54th Avenue will be constructed with a 54-foot-wide right-of-way, a 28-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide sidewalk on both sides of the road.

Off-site road improvements to NE 252nd Avenue and NE 3rd Street are also planned with this project. Per Clark County Code (CCC) 40.350.030(B)(6)(b)(2), rural access roads must be constructed with a 20-foot-wide all-weather driving surface, except where a preexisting road is 18 feet wide or wider. In those cases, widening to 20 feet is not necessary. The drivable surface of NE 252nd Avenue is less than 18 feet wide in some locations; therefore, NE 252nd Avenue will be widened to 20 feet. The drivable surface of NE 3rd Street is at least 20 feet wide; therefore, NE 3rd Street will not be improved. Off-site intersection improvements at the intersection of NE 3rd Street and NE 257th Avenue, as recommended by the Applicant's traffic consultant Kittelson will also be completed with this project.

North Shore Boulevard

The North Shore Boulevard is an arterial road that serves as the main thoroughfare through the downtown center of North Shore and may include roundabouts at key intersections as designated by the City. The figure below identifies some of the key elements of the rights-of-way. Street dimensions are represented as minimum requirements and will be subject to review by the City engineer. Enhanced crosswalks are required in commercial nodes, subject to review by the City engineer.

Response: The subject site is within the North Shore Subarea and all planned public streets within the project are designed to meet the North Shore Subarea Design Manual standards. The right-of-way dedication for North Shore Boulevard will occur with this project, but North Shore Boulevard will be constructed at a later date by the City of Camas. However, if necessary, portions of North Shore Boulevard for individual phases will be constructed if the City has not completed the project. The dedicated right-of-way for North Shore

Boulevard will vary between 67 feet and 88 feet. In the southeast of the site, closer to the mixed use buildings, the right-of-way for North Shore Boulevard will be dedicated to 88-foot-wide. As North Shore Boulevard travels northwesterly, its right-of-way shrinks down to 67 feet. This reduction in size is needed to avoid wetland and Oregon white oak impacts, and to avoid an off-site barn that is approximately eight feet north of the northern property line. The planned right-of-way deviation for North Shore Boulevard is being worked through as part of a Development Agreement between the City of Camas, the Applicant, and surrounding property owners. No other road deviations or road modifications are planned with this project.

Enhanced Pedestrian Crossings

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

Bulb Outs, Refuge Islands, and Midblock Crossings

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

Response: The planned roadway network is made up mostly of local streets with North Shore Boulevard the only higher classification street. No arterial street crossings are proposed with this development and enhanced crossings are not typically used for local streets; therefore, no enhanced crossings are proposed. Pedestrian crossing are provided where N 56th Avenue and North Shore Boulevard intersect. Refer to the Preliminary Engineering Plans included with this application for more information.

3.3 Street Trees

- Trees selected for use as street trees shall be long-lived species possessing qualities suitable for an urban streetscape, including branching characteristics, rooting characteristics, disease resistance, and non-fruiting. Street trees shall be selected from the Camas Design Standard Manual.
- Street trees shall be a minimum of 2-inch caliper, fully branches, and staked at the time of planting.
- Street trees shall be maintained to provide 8 feet of clearance area under the canopy at the sidewalk and 10 feet of clearance at the street.
- Street trees shall be planted on all street frontages at minimum 30-foot on-center spacing, as measured along abutting curb.

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- Street trees shall be placed a minimum of 2-1/2 feet from the back of the curb as measured from the center of the tree, unless otherwise specified by the City.
 - Street tree planters shall be covered with Americans with Disabilities Act (ADA) accessible tree grates that are a minimum of 6 feet by 6 feet. Street tree placement shall not impede pedestrian access and shall allow for a minimum 6-foot path of travel (the ADA accessible tree grates may be placed within the path of travel to meet these specifications).

Response: Where feasible, street trees are planned with this project. The planned roadway sections require planter strips; therefore, no tree grates are proposed. Refer to Preliminary Engineering Plans included with this application for more information.

IV. Conclusion

The Applicant is proposing a subdivision and preliminary site plan that will create 61 attached single-family residential lots, 41 detached single-family residential lots, and six mixed-use lots which will contain three mixed use buildings and four apartment buildings, containing 140 apartment units and ±30,250 square feet of commercial space. Open space tracts, private street tracts, public utility, and road improvements are also planned with this project. The proposed development meets the requirements of the City of Camas HD-NS, LD-NS, POS-NS, and MX-NS zoning districts and other applicable portions of the City of Camas Municipal Code.

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