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## **Narrative**

### **Existing Site Conditions**

The project site is located to the southeast of the intersection of NW Hood Street and NW 18<sup>th</sup> Avenue. The site address is 3010 NW 18th Avenue, Camas, Washington, 98607. The property is further described as Tax Lot 105 (assessor's tax parcel 127439-000), Tax Lot 12 (assessor's tax parcel 127359-000), and Tax Lot 3 (assessor's tax parcel 127356-000) located in the NE  $\frac{1}{4}$  of Section 09, Township 1 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

The project site is approximately 9.69 acres according to a survey by Olson Engineering, Inc. and zoned R-7.5. An existing home, guest house and several outbuildings are located on the site as shown on the Preliminary Existing Conditions Plan. The City of Camas classifies steep slopes as critical areas and they have been identified on the project site. Please refer to the Geotechnical Site Investigation Report prepared by Columbia West Engineering, Inc. dated September 15, 2021 for more information on onsite slopes and soils.

### **Proposed Development**

The Applicant, Modern Dwellings, LLC, is proposing to divide approximately 9.69 acres into 34 single-family residential detached lots in the R-7.5 zone. An existing home is proposed to remain on one of the lots (Lot 22) as shown on the plans. The other existing outbuildings are proposed to be removed/demolished.

No phasing is proposed at this time. Construction would likely begin immediately upon approval of all permits. Full buildout of the project could take up to several years. Please refer to the plans included in this application for more information on the proposed lots and utility layout.

### **Permit Approvals Requested**

The Applicant seeks approval of the following permits:

- Preliminary Subdivision Approval
- Critical Areas Geologic Hazards Approval
- Archaeological Predetermination
- SEPA Determination

## **Compliance with RCW 58.17.110 (Platting)**

Under the provisions of RCW 58.17.110, the legislative body must find that the proposed subdivision is in the public interest and that adequate public services can be provided. The following findings address this requirement:

- The project implements existing Comprehensive Plan designations and zoning and the site is located within Camas' urban growth area.
- The Comprehensive Plan encourages development within the urban growth areas as opposed to development outside urban areas.
- The Comprehensive Plan encourages growth in areas that are already urbanized where infrastructure improvements can easily be extended and in urbanizing areas with existing infrastructure capacity.
- This project can be adequately served by emergency services. Fire flow is adequate to serve the site. Fire hydrants will be installed as required by the Fire Marshal.
- The City of Camas indicates water is available to the site and has sufficient capacity to serve this site.
- The City of Camas indicates sanitary sewer is available to the site and has sufficient capacity to serve this site.
- Stormwater runoff from the site will be managed in accordance with the City's stormwater ordinance. Refer to the Preliminary Stormwater Report for details.
- Improvements will be constructed in compliance with the City of Camas' development regulations.
- This project will generate impact fees and System Development Charges to offset impacts.
- This project will contribute to an increased tax base.
- Adjacent roads will be improved as shown on the plans which will provide a benefit to the public and adjacent properties.
- Sidewalks will be constructed in compliance with the Camas Design Standards as shown on the plans which will provide for the safety of pedestrians and children and provide pedestrian connections through the site.
- This proposed land division will promote the general welfare of the City of Camas by complying with all applicable statutes, regulations, and ordinances.

## **Compliance with the Camas Municipal Code (CMC)**

### **Public Services – Title 13**

#### **Water**

The site is within the City of Camas water district and connection to public water is proposed for this land division. The Preliminary Development Plan identifies how water mains will be extended through the site with individual water services provided to each proposed lot as shown on the plans. The City has sufficient water capacity to serve this project. Fire flow is adequate to serve the site. Additional fire hydrants will be installed as required by the Fire Marshal.

System Development Charges (SDCs) and permit fees will be paid for this project as required. The Applicant requests SDC credits for the 12” water main proposed as required by the City’s Water System Plan.

#### **Sanitary Sewer**

The site is within the City of Camas sanitary sewer district and connection to public sanitary sewer is proposed for this land division. The Preliminary Development Plan identifies how sewer mains will be extended through the site and all proposed lots will be served with a sewer service lateral. STEP tanks and associated pump systems will be installed on each proposed lot.

#### **Refuse Collection and Disposal**

Solid waste and recyclables shall be typical of other residential developments with individual households placing solid waste and recyclables at the curb on a weekly basis. The proposed cul de sac will allow for garbage and recycling trucks to turn around.

### **Stormwater Provisions – Title 14**

#### **Stormwater Control – CMC 14.02**

Stormwater and Erosion Control Plans will be prepared and implemented in accordance with the Camas Municipal Code. The Applicant will pay associated fees.

In the current plans stormwater runoff from the onsite pavement, sidewalks, driveways, and landscape areas will be collected in catch basins and routed to filter cartridges (Contech Stormfilter or similar) for treatment. Stormwater will be detained in a detention pond and then released at rates below predeveloped conditions.

The stormwater facilities are designed to meet the requirements of the City of Camas Stormwater Ordinance and Washington State Department of Ecology standards. The stormwater facilities including Tract "B" will be privately owned and maintained by a Homeowner's Association (HOA) created for the subdivision. Stormwater inspection easements will be granted to the City of Camas as required.

Temporary sedimentation devices will be implemented to treat runoff throughout the construction process and will be removed once construction is completed and the site is fully stabilized. Proposed erosion control measures may include, but are not limited to, temporary sediment ponds/traps, silt fencing, inlet protection, and construction entrances among other erosion control best management practices. The erosion control measures will be designed during final engineering.

Calculations and information regarding the drainage facilities are included in the Preliminary Stormwater Report. Refer to the Preliminary Development Plan for more information regarding stormwater quality treatment and quantity control.

#### **Illicit Discharges, Dumping and Illicit Connections – CMC 14.04**

The project will not illicitly discharge or dump any material to the stormwater system.

#### **Erosion and Sediment Control – CMC 14.06**

Erosion and sediment control plans will be developed as part of the final civil engineering plan submittal meeting the provisions of this section.

### **Environment – Title 16**

#### **State Environmental Policy Act (SEPA) - CMC 16.01 - 16.19**

The project meets the thresholds for requiring a SEPA review. A SEPA checklist has been submitted with this application. The lead agency is the City of Camas. The Applicant is not aware of any potential significant adverse environmental impacts that would necessitate the lead agency to impose any substantive SEPA mitigation measures in excess of those already provided for in the Camas Municipal Code. A Determination of Non-Significance (DNS) is anticipated for this project. A letter was submitted along with this application requesting early notice if the City of Camas believes a Determination of Significance is likely.

### **Archaeological Resource Preservation - CMC 16.31**

According to Clark County GIS data, the site has a low to moderate-high probability of containing cultural or archaeological findings. An archaeological predetermination was prepared by Applied Archaeological Research dated September 22, 2021. The predetermination indicates that no historic or cultural artifacts were found and that no further work is required. The report was submitted to local Native American Tribes. If any cultural artifacts are discovered during construction on the site, work in the immediate area will stop and appropriate federal, state, county and tribal agencies will be contacted.

### **Public View and Open Space Protection – CMC 16.33**

The proposed development is not anticipated to interfere with any public views of the Columbia or Washougal Rivers, Lacamas Lake or Mt. Hood from scenic view points or land planned for inclusion in the open space network.

The proposed development is located near the top of Prune Hill and the slope generally falls to the south and west. View corridors in the general area are in the same directions. The project proposes to widen both NW 18<sup>th</sup> Avenue and NW Hood Street which will improve any potential view corridors along those public roads.

There are no known historic sites or structures on or adjacent to the subject property.

### **Historic Preservation - CMC 16.35**

Per GIS data, there are no known historic sites within the development or adjacent to this project so this section does not apply.

### **General Provisions for Critical Areas- CMC 16.51**

All general provisions related to Critical Areas, as applicable, have been addressed in this application.

### **Vegetation Removal Permit - CMC 16.51.125**

A report from a certified arborist addressing the significant trees located on the project site is included with this application. Please refer to the Tree Survey prepared by Olson Environmental, LLC, dated October 28, 2021, for more information.

**Wetlands - CMC 16.53**

Per GIS data, there are no mapping indicators for wetlands within the development site so this section does not apply.

**Critical Aquifer Recharge Area - CMC 16.55**

According to the City of Camas' CARA Map, the site is not located within a Wellhead Protection Area so this section does not apply.

**Frequently Flooded Areas - CMC 16.57**

According to Clark County GIS, the site is not located within a floodplain or floodway area. Therefore, this section does not apply.

**Geologically Hazardous Areas - CMC 16.59**

The site has GIS mapping indicators for slopes greater than 15% which indicates potential landslide hazard areas within portion of the property. Columbia West Engineering, Inc. prepared a geotechnical report for the site dated September 15, 2021. The geotechnical report states that based upon the results of slope reconnaissance, subsurface exploration, and site research, in Columbia West's opinion slopes on the subject site do not meet the definition of a landslide hazard according to Camas Municipal Code. Please refer to the Geotechnical Site Investigation Report prepared by Columbia West Engineering, Inc. dated September 15, 2021 for more information.

**Fish and Wildlife Habitat Conservation Areas – CMC 16.61**

According to Clark County GIS data, there are no mapping indicators that indicate any fish or wildlife habitat conservation areas on site.

**Land Development – Title 17****Dedications – CMC 17.01.040**

There are proposed right-of-way dedications along NW Hood Street, NW 18<sup>th</sup> Avenue, NW 16<sup>th</sup> Avenue and the proposed internal public roads associated with this project. Easements for utilities located outside the public right of way will be granted as required by the utility providers. Refer to the plans for more information.

**Boundary Line Adjustments – CMC 17.07**

There are no proposed boundary line adjustments.

### **Short Subdivisions – CMC 17.09**

This project is not a short subdivision, so this chapter does not apply.

### **Subdivisions – CMC 17.11**

The application shall be processed as a Type III decision subject to the provisions of CMC Chapter 18.55.

### **Criteria for Preliminary Plat Approval – CMC 17.11.030**

A virtual pre-application conference was held for the proposed subdivision on January 6, 2022. Copies of the Pre-application Conference Notes are included with this application.

This application contains the required information listed in CMC 17.11.030B for a technically complete application.

The proposed subdivision complies with the approval criteria listed in CMC 17.11.030D as summarized below and within other parts of this Narrative.

- 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;*

The proposed subdivision is consistent with the goals and policies of the Comprehensive Plan. The development site is zoned for residential development and located within the Camas Urban Growth Area. Urban services such as public sewer and water will be available to the site with construction of the subdivision. Street improvements will be built as part of this project. Additional sidewalks will be provided at the time of development to contribute to a system of fully connected streets, pedestrian access ways and cross circulation. Improvements will be made as indicated on the Preliminary Plat.

Landscaping and open space tracts labeled as Tracts “A” and “F” are proposed as shown. Sidewalks for pedestrian connections throughout the site are proposed as shown on the plans. This is consistent with the goals of the Parks and Open Space Comprehensive Plan which encourages the preservation and protection of natural open space and critical areas.

The road curvature and cul de sac design will provide traffic calming measures.

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;*

Improvements for water, storm drainage, erosion control, and sanitary sewer have been proposed and are consistent with the Camas Design Standards Manual as described elsewhere in this narrative. Refer to the Development Plan, the Preliminary Grading Plan and the Preliminary Stormwater Report for more information.

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;*

Half-width road improvements are proposed for NW 18th Avenue along the site's northern frontage. According to the Pre-application Conference Report, NW 18<sup>th</sup> Avenue is required to be constructed to the City of Camas' 3 Lane Collector/Arterial Standard (Drawing ST5).

Half-width road improvements are proposed for NW Hood Street along the site's westerly frontage. According to the Pre-application Conference Report, NW Hood Street is required to be constructed to the City of Camas' 3 Lane Collector/Arterial Standard (Drawing ST5).

Half-width road improvements are proposed for NW 16th Avenue along the site's southern frontage. According to the Pre-application Conference Report, NW 16<sup>th</sup> Avenue east of Hood Street is required to be constructed to the City of Camas' 2 Lane Local Road/Sprinklered Standard (Drawing ST3).

The proposed new internal public streets have been designed per the City of Camas' 2 Lane Local Road/Sprinklered Standard (Drawing ST3) in the Camas Design Standard Manual.

Street lighting is proposed along all public streets. Street trees and landscape tracts are proposed as shown on the Preliminary Landscape Plan. Refer to the plans for more information on proposed roads and improvements.

Public water and sanitary sewer is proposed to serve the lots in the subdivision consistent with the Camas Design Standards.

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

According to the survey research, there is no evidence of a formal road establishment for NW Hood Street so the existing right-of-way is unknown for that road. Right of way dedications are proposed for NW Hood Street, NW 18<sup>th</sup>



Avenue and NW 16th Avenue in order to complete half-width road frontage improvements. Right of way dedication of 37 feet is proposed for NW Hood Street, dedication of 7 feet is proposed for NW 18<sup>th</sup> Avenue, and dedication of 26 feet is proposed for NW 16<sup>th</sup> Avenue. Full width right of way dedication of 52 feet is proposed for the remaining internal proposed public roads as shown on the plans.

Easements are proposed as shown on the plans. Utility easements that fall outside public rights of way will be provided as required by the utility purveyors. Additional easements that are required and not shown with the preliminary plans will be addressed during Final Engineering.

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

The design, shape and orientation of the proposed lot layout was dictated by existing conditions including the location of the existing home, required road improvements, existing topography, zoning standards and the overall site configuration. The proposed lots comply with the City of Camas' R-7.5 zoning district requirements. The lots comply with the minimum lot size of 6,000 SF and the maximum lot size of 12,000 SF with the exception of Lot 22. Lot 22 includes the existing home and is allowed to exceed the maximum lot size per CMC 18.09.040 Table 1 and the Pre-application Conference Notes.

All proposed lots have an adequate building envelope to accommodate a 40 foot by 40 foot dwelling as required in CMC 17.19.030D. Therefore, the proposed lots are appropriate for the proposed residential uses.

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

The proposed subdivision complies with Camas development and zoning codes as demonstrated elsewhere in this narrative and on the plans.

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

According to the 18<sup>th</sup> Avenue Subdivision Traffic Impact Study submitted with this application, all the study intersections are projected to operate at acceptable levels of service. Therefore, no off-site mitigation is required. Refer to the Traffic Impact Study dated April 14, 2022 prepared by H. Lee & Associates, PLLC, which has been submitted with this application.

Traffic impact fees will be imposed as a condition of approval, which also provides mitigation for any impacts created by development of this property.

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

The proposed stormwater facility located in Tract "B" and the stormwater drainage systems on the lots will be privately owned and maintained by a Homeowner's Association (HOA) created for the development. Stormwater easements are proposed for backyard storm drains. The open space tracts will be owned and maintained by the HOA as well. The ownership and maintenance of these tracts will be addressed in the final HOA and CCRs for the proposed development. These documents will be submitted to the City during the final plat process.

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 school bus shelter/stops, and for students who walk to and from school, and;*

The proposed subdivision is compatible with surrounding uses and is not detrimental to the public health, safety or general welfare of adjacent uses or properties. Roads and public access ways will be constructed and connected, thus improving existing public roads and providing enhanced cross circulation.

Utilities will be extended to serve the proposed lots. The Applicant will make all necessary improvements to connect this development to public services. The City of Camas indicates the proposed project is within their water and sanitary sewer service area. Increased runoff will be treated, thus protecting ground water supply and integrity. Contributions will be made toward the costs of transportation, parks, and schools in the form of impact fees and system development charges.

The Camas School District indicates that bus transportation will be provided for students living in this subdivision. Please refer to the letter from the Camas School District included with this application for more information.

b. *The public use and interest will be served by the platting of such subdivision and dedication;*

Refer to the prior section of this narrative addressing RCW 58.17.110 and the findings that the subdivision is in the public interest.

*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*

The application and plans are consistent with the comprehensive plan and all environmental ordinances. The project is not located within a shoreline area.

## **Design and Improvement Standards – CMC 17.19**

### **CMC 17.19.030 Tract, block and lot standards.**

#### ***A. Environmental Considerations.***

*1. Critical Areas. Land that contains a critical area or its buffer as defined in Title 18 of this code, or is subject to the flood hazard regulations, shall be platted to show the standards and requirements of the critical areas.*

Critical areas regulated by this chapter include geologically hazardous areas (CMC Chapter 16.90). The City of Camas classifies steep slopes as critical areas and they have been identified on the project site.

The report by Columbia West addressed all possible critical areas located on the proposed development site. The report addresses the location of the possible critical areas, the applicable critical area regulations and demonstrates how this application complies with the regulations.

Please refer to the Geotechnical Site Investigation Report prepared by Columbia West Engineering, Inc. dated September 15, 2021 for more information on onsite slopes and soils.

*2. Vegetation. In addition to meeting the requirements of CMC Chapter 18.31, Tree Regulations, every reasonable effort shall be made to preserve existing significant trees and vegetation, and integrate them into the land use design.*

A tree survey was performed and a report was prepared for the project site by Olson Environmental, LLC dated October 28, 2021. The City of Camas tree ordinance (CMC 18.31.080) requirements were addressed in the report by inventorying the trees and assessing their health/hazard potential. The tree survey recommended removing trees which have high levels of structural damage as well as trees which will suffer unavoidable root zone impacts during future home/utility/infrastructure construction. Please refer to the Tree Survey Report by Olson Environmental, LLC dated October 28, 2021 included in this submittal for more information on existing significant trees and proposed tree removal.

*3. Density transfers may be applicable if developer preserves critical areas. See Chapter 18.09 of this code.*

Density transfer is not proposed for this project and therefore this chapter does not apply.

*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 city council may approve a single tier.*

Due to the size, shape, and width of the subject site, zoning standards and adjacent roads the project development is not able to provide blocks with two tiers of lots. Lots will flank the single access roads on either side.

*C. Compatibility with Existing Land Use and Plans.*

*1. Buffer Between Uses. Where single-family residential lots are to be adjacent to multiple-family, commercial or industrial land use districts, and where natural separation does not exist, adequate landscape buffer strips and/or solid fences for purposes of buffering sound, restricting access, pedestrian safety and privacy shall be provided.*

The project is not located adjacent to multi-family, commercial or industrial land use districts so this chapter does not apply.

*2. Conformity with Existing Plans. The location of all streets shall conform to any adopted plans for streets in the city. The proposed land use shall respond to and complement city ordinances, resolutions and comprehensive plans.*

The City's Transportation Plan doesn't identify any proposed arterials through the subject property. The Applicant proposes half width frontage improvements along the north, west and a portion of the southern boundary as shown. There is existing development east of the subject site which prevents a road extension from the proposed subdivision so the Applicant proposes a cul de sac as shown.

NW Hood Street and NW 18th Avenue are identified as 2 or 3 lane Arterials and since there is no evidence of a formal road establishment for NW Hood Street, the existing right-of-way is unknown.

Half-width road improvements are proposed for NW 18th Avenue along the site's northern frontage. According to the Pre-application Conference Report, NW 18<sup>th</sup> Avenue is required to be constructed to the City of Camas' 3 Lane Collector/Arterial Standard (Drawing ST5).

Half-width road improvements are proposed for NW Hood Street along the site's westerly frontage. According to the Pre-application Conference Report, NW Hood

Street is required to be constructed to the City of Camas' 3 Lane Collector/Arterial Standard (Drawing ST5).

Half-width road improvements are proposed for NW 16th Avenue along the site's southern frontage. According to the Pre-application Conference Report, NW 16<sup>th</sup> Avenue east of Hood Street is required to be constructed to the City of Camas' 2 Lane Local Road/Sprinklered Standard (Drawing ST3).

The proposed new internal public streets have been designed per the City of Camas' 2 Lane Local Road/Sprinklered Standard (Drawing ST3) in the Camas Design Standard Manual.

Street lighting is proposed along all public streets. Street trees and landscaping are proposed as shown on the Preliminary Landscape Plan. Refer to the plans for more information on proposed roads and improvements.

The proposed single family residential land uses comply with Camas development and zoning codes and the Comprehensive Plan.

*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);*

All proposed single-family residential lots will have access to a public road or private road tract as shown.

*2. Side Lot Lines. The side lines of lots shall 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;*

The proposed side lot lines of the single-family residential lots will run at right angles as much as possible. The proposed side lot lines of single-family residential lots on curved streets run radial to the curve as much as possible.

*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 detached housing, 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,*

The proposed lots comply with the City of Camas' lot requirements for the R-7.5 zoning district. The lots comply with the minimum lot size of 6,000 SF and the maximum lot size of 12,000 SF with the exception of Lot 22. Lot 22 includes the

existing home and is allowed to exceed the maximum lot size per CMC 18.09.040 Table 1 and the Pre-application Conference Notes.

All proposed lots are configured to have an adequate building envelope to accommodate a 40 foot by 40 foot dwelling as required in CMC 17.19.030D.

*b. 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;*

The existing home, right of way dedications, topography and stormwater designs all factored in to the lot design and lot configuration. Refer to the Preliminary Plat submitted with this application for detailed information.

*4. Where property is zoned and planned for commercial or industrial use, in conformance to the intent of the comprehensive plan, other lot dimensions and areas may be permitted at the discretion of the city council;*

There is no property zoned for commercial or industrial use within the project area. Therefore, this section 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 parks and recreation comprehensive plan, provisions shall be made for reservation of the right-of-way or for easements to the city for trail purposes.*

There are no known existing official trail connections on the project site. Therefore, this section does not apply.

#### *F. Landscaping*

*1. With the exception of flag lots, each dwelling unit within a new development shall be landscaped with at least one tree in the planting strip of the right-of-way, or similar location in the front yard of each dwelling unit. Required trees shall be a minimum two-inch diameter at breast height (dbh) to create a uniform streetscape (dbh is four and one-half feet above the ground as measured from upside of tree).*

The proposed subdivision will provide one tree per lot as required. Street trees will be installed at the time of home construction and as a condition of final occupancy. A landscape tract is proposed along NW 18<sup>th</sup> Avenue and NW Hood Street as required for double frontage lots. Refer to the Preliminary Landscape Plan for more information on proposed trees and landscaping.

*2. The city council finds that the existing mature landscaping of trees, and shrubs provide oxygen, filter the air, contribute to soil conservation and control erosion, as well as provide the residents with aesthetic and historic benefits. For these reasons, the city encourages the retention of existing trees that are not already protected as significant trees under the Camas Municipal Code. Generally, the city may allow the tree requirements under subsection (F)(1) of this section to be reduced at the request of the developer, by a ratio of two new trees in favor of one existing tree, provided such trees have been identified on approved construction plans.*

The City of Camas tree ordinance (CMC 18.31.080) requirements are addressed with a tree survey that was performed for the entire project site. Please refer to the Tree Survey and Report prepared by Olson Environmental, LLC, included in this submittal for more details.

*3. Prior to final acceptance of any land development, the land developer shall install trees adjacent to or within all common areas and landscape tracts as specified in the Camas Design Standards Manual.*

Street trees are proposed along NW 18<sup>th</sup> Avenue and NW Hood Street as shown. Landscape buffers are proposed around the stormwater facility in Tract "B" as shown. Proposed landscaping and installation will comply with the Camas Design Standard Manual. Refer to the Preliminary Landscape Plan for more information.

*4. Street trees adjacent to individual lots must be installed prior to final occupancy or secured or bonded, and installed prior to expiration of the two-year warranty period, whichever comes first.*

The Applicant understands that any street trees required on site will be the financial responsibility of the Applicant and plans to provide a financial bond for the trees. In order to avoid damage to the trees during home construction, the trees will be installed prior to final occupancy.

*5. Landscaping shall conform to plant criteria in the Camas Design Standards Manual. Any planting of trees or shrubs within the right-of-way or vision clearance area must be shown on the construction drawings for approval.*

All final landscape plans will comply with the Camas Design Standard Manual plant criteria. Plantings within the right-of-way or vision clearance area will be shown to demonstrate compliance with height or vision restrictions.

*6. Storm drainage facilities, pump stations and other visible facilities shall be required to include a ten foot L2 landscaped buffering in accordance with criteria in the Camas Design Standards Manual if within thirty feet of any street or accessory structure.*

The proposed stormwater facility will be landscaped on all sides as shown on the Preliminary Landscape Plan. A 10 foot landscape buffer is proposed as shown.

*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.*

All utility easements that are needed/required for the design will be addressed at the time of final engineering and final plat review.

*H. Watercourse Easements. Where a development is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for the purpose. Streets parallel to major watercourses may be required.*

There are no known streams or creeks on the project site. Therefore, this section does not apply.

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

All street signs will be addressed at the time of final engineering on a Signing and Striping Plan for the project. Signs will be installed at the developer's cost during site construction.

*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.*

Conceptual street lighting is shown on the Preliminary Plat. All street lighting will be addressed at the time of final engineering. Street lights will be installed at the developer's cost during site construction.

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

All residential streets, as proposed, conform to the guidelines and standards of the city neighborhood traffic management plan. Roads have been designed to operate at their designated speed and volume and designed for current and future vehicular and pedestrian circulation. The road curvature and cul de sac design will provide traffic calming measures. Refer to the Preliminary Plat for more information.

The two proposed accesses to the site meet sight distance requirements.



### **CMC 17.19.040 Infrastructure Standards.**

NW Hood Street and NW 16th Avenue are identified as 2 or 3 lane Arterials and since there is no evidence of a formal road establishment for NW Hood Street, the existing right-of-way is unknown.

Half-width road improvements are proposed for NW 18th Avenue along the site's northern frontage. According to the Pre-application Conference Report, NW 18<sup>th</sup> Avenue is required to be constructed to the City of Camas' 3 Lane Collector/Arterial Standard (Drawing ST5).

Half-width road improvements are proposed for NW Hood Street along the site's westerly frontage. According to the Pre-application Conference Report, NW Hood Street is required to be constructed to the City of Camas' 3 Lane Collector/Arterial Standard (Drawing ST5).

Half-width road improvements are proposed for NW 16th Avenue along the site's southern frontage. According to the Pre-application Conference Report, NW 16<sup>th</sup> Avenue east of Hood Street is required to be constructed to the City of Camas' 2 Lane Local Road/Sprinklered Standard (Drawing ST3).

The proposed new internal public streets have been designed per the City of Camas' 2 Lane Local Road/Sprinklered Standard (Drawing ST3) in the Camas Design Standard Manual.

Street lighting is proposed along all public streets. Street trees and landscaping are proposed as shown on the Preliminary Landscape Plan. Refer to the plans for more information on proposed roads and improvements.

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

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

b. Grading of steep topography may be necessary to achieve this objective.

**B.10.b.** Cross-circulation shall be provided that meets the following:

ii. Cul-de-sacs and permanent dead-end streets over three hundred feet in length may be denied unless topographic or other physical constraints

prohibit achieving this standard. When cul-de-sacs or dead-end streets are permitted, a direct pedestrian or bicycle connection shall be provided to the nearest available street or pedestrian oriented use.

The Applicant proposes half-width frontage improvements along NW 18<sup>th</sup> Avenue, NW Hood Street and a portion of NW 16<sup>th</sup> Avenue as shown on the plans. The street widths shown are proposed to meet the road classifications identified by the City of Camas in the Pre-application Conference.

The Applicant proposes to extend the existing road stub from NW Hancock Drive through the site to connect to NW 16<sup>th</sup> Avenue in the southwest. This provides cross circulation and pedestrian connections through the site.

There is an existing landscape tract and existing development located to the east of the site's eastern boundary which prevents a second future road extension to the east. Therefore, the Applicant proposes a cul de sac turnaround (NW 17<sup>th</sup> Circle) as shown. The location of the existing home to remain on Lot 22 also limits options for additional road connections that might run north to south. Based on these existing physical constraints, the Applicant proposes a cul de sac that exceeds 300 feet in length. Refer to the Circulation Plan for more information on proposed cross circulation.

### **(B)(10)(e)**

Parking for each lot is proposed to be provided in either driveways and/or future garages. The average lot size in the proposed subdivision is 8,239 SF. Therefore, no additional off-street parking spaces are required for this project.

### **11. Access Management.**

*a. Access to all marginal access streets shall be restricted so as to minimize congestion and interference with the traffic carrying capacity of such street, and to provide separation of through and local traffic in accordance with CMC 17.19.030.D.6. The restrictions imposed shall be in accordance with the Camas Design Standards Manual.*

*b. The city engineer may grant exceptions to the access restriction policies and standards when no other feasible access alternative exists.*

The proposed site access to the east accesses NW Hancock Drive which was designed and stubbed to the project site for a future road extension. The second site access from the west is an extension of the existing NW 16<sup>th</sup> Avenue. City of Camas Staff required half-width frontage improvements for a portion of NW 16<sup>th</sup> Avenue into the site as shown on the plans. No lots directly access either NW Hood Street or NW 18<sup>th</sup> Avenue.

**Utilities – CMC 17.19.040 (C)**

The site is within the City of Camas water district and connection to public water is proposed for this land division. The Preliminary Development Plan identifies how water mains will be extended through the site with individual water services provided to each proposed lot as shown on the plans. The City has sufficient water capacity to serve this project. Fire flow is adequate to serve the site. Additional fire hydrants will be installed as required by the Fire Marshal. System Development Charges (SDCs) and permit fees will be paid as required.

The site is within the City of Camas sanitary sewer district and connection to public sanitary sewer is proposed for this land division. The Preliminary Development Plan identifies how sewer mains will be extended through the site and all proposed lots will be served with a sewer lateral. STEP tanks and associated pump systems will be installed on each proposed lot.

Stormwater and Erosion Control Plans will be prepared and implemented in accordance with the Camas Municipal Code. The Applicant will pay associated fees.

In the current plans stormwater runoff from the onsite pavement, sidewalks, driveways, and landscape areas will be collected in catch basins and routed to filter cartridges (Contech Stormfilter or similar) for treatment. Stormwater will be detained in a detention pond and then released at rates below predeveloped conditions.

Stormwater facilities will be designed to meet the requirements of the City of Camas Stormwater Ordinance and Washington State Department of Ecology standards. The stormwater facilities including Tract "B" will be privately owned and maintained by an HOA created for the subdivision. Stormwater inspection easements will be granted to the City of Camas as required.

Temporary sedimentation devices will be implemented to treat runoff throughout the construction process and will be removed once construction is completed and the site is fully stabilized. Proposed erosion control measures may include, but are not limited to, temporary sediment ponds/traps, silt fencing, inlet protection, and construction entrances among other erosion control best management practices. The erosion control measures will be designed during final engineering.

Calculations and information regarding the drainage facilities are included in the Preliminary Stormwater Report. Refer to the Preliminary Development Plan for more information regarding proposed utilities and stormwater quality treatment and quantity control.

### **Procedures for Public Improvements – CMC 17.21**

Erosion prevention/sediment control measures will meet City of Camas standards. Stormwater facilities will be installed meeting the requirements of the City of Camas and Washington State Department of Ecology.

### **Exceptions – CMC 17.23.010(A)**

No exceptions are proposed for this project.

## **Zoning – Title 18**

### **Zoning Map and Districts – CMC 18.05**

The site is located within the R-7.5 zoning district and has been designed in conformance with the underlying zoning district designation.

### **Use Authorization - CMC 18.07**

Single-family residential homes are a permitted use in the R-7.5 zone.

### **Density and Dimensions - CMC 18.09**

The proposed lots comply with the City of Camas' R-7.5 zoning district. The lots comply with the minimum lot size of 6,000 SF and the maximum lot size of 12,000 SF with the exception of Lot 22. Lot 22 includes the existing home and is allowed to exceed the maximum lot size per CMC 18.09.040 Table 1 and the Pre-application Conference Notes.

There is an existing fence and improvements that encroach into the southeast corner of the project site which are shown as Tract "C" on the plans. This area will either be deeded to the adjoining owner or retained by the developer.

All proposed lots have an adequate building envelope to accommodate a 40 foot by 40 foot dwelling as required in CMC 17.19.030D.

### **Parking - CMC 18.11**

Parking for each lot is proposed to be provided in either driveways and/or future garages. The average lot size in the proposed subdivision is 8,239 SF. Therefore, no additional off-street parking spaces are required for this project.

### **Landscaping – CMC 18.13**

Please refer to the Tree Survey prepared by Olson Environmental, LLC, dated October 28, 2021 for information on existing significant trees located on the site.

A Preliminary Landscape Plan is included with this application that meets or exceeds the landscape, screening and buffering, and tree density requirements of 20 tree units per net acre. Street trees are proposed along NW 18<sup>th</sup> Avenue and NW Hood Street as shown on the Preliminary Landscape Plan. Landscape buffers are proposed around the storm facility. Refer to the Preliminary Landscape Plan for more information.

### **Signs – CMC 18.15**

The Applicant is not proposing any signs with this application.

### **Supplemental Development Standards – CMC 18.17**

All vision clearance requirements at intersections have been met.

### **Variances – CMC 18.45**

There are no variances proposed with this application.

### **Administration and Procedures – CMC 18.55**

This application is subject to a Type III Procedure. A virtual Pre-application Conference was held January 6, 2022. This application contains the required information listed in CMC 18.55.110 for a technically complete application.

## **Transportation and Access**

A traffic study for the proposed development by H. Lee & Associates, PLLC, dated April 14, 2022, was submitted for review with this application. The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service.

The project includes 34 proposed lots with one existing home to remain for a total of 33 net new proposed lots/units. It is estimated that the 33 net new proposed lots will generate approximately 311 new Average Daily Trips on the adjacent roadway system during a typical weekday, including 23 vehicle trips during the AM peak hour and 31 vehicle trips during the PM peak hour. Refer to the Traffic Study, provided by H. Lee and Associates, PLLC dated April 14, 2022, for more information. The traffic study indicates the property can be fully developed as proposed while maintaining acceptable levels of service and safety at the site access points.

Traffic impact fees will be imposed as a condition of approval, which also provides mitigation for any impacts created by development of this property.

**Summary**

As demonstrated in this narrative and application, the proposed subdivision meets or exceeds the approval criteria listed in the Camas Municipal Code and Washington State Law and therefore should receive preliminary approval.