



STAFF REPORT

18th Avenue Subdivision

File No. SUB22-02

(Consolidated files: SEPA22-12, CA22-07, ARCH22-05)

Report Date: November 22, 2022

TO	Hearings Examiner	HEARING DATE	November 29, 2022
PROPOSAL	To subdivide 9.69 acres into 34 single-family lots.		
LOCATION	The site is located at 3010 NW 18 th Ave in the NE ¼ of Section 09, Township 1 North, Range 3 East, of the Willamette Meridian; and described as tax parcels 127356000, 127359000, and 127439000.		
APPLICANT/ OWNER	Modern Dwellings LLC 8101 NE Glisan Portland, OR 97213	CONTACT	Olson Engineering, Inc Attn: Gayle Gerke 222 E Evergreen Blvd Vancouver, WA 98660
APPLICATION SUBMITTED	May 5, 2022	APPLICATION COMPLETE	June 15, 2022
SEPA	The City issued a SEPA Determination of Non-significance (DNS) on August 25, 2022, with a comment period that ended on September 8, 2022. The SEPA DNS was mailed to property owners and published in the Post Record on August 25, 2022. Legal publication #718290.		
PUBLIC NOTICES	A Notice of Application was mailed to property owners within 300 feet of the site and published in the Post Record on August 8, 2022. Legal publication #712250. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on August 25, 2022. Legal publication #718300. A Notice of Cancelled Public Hearing was mailed to property owners within 300 feet of the site on September 22, 2022. A Notice of Public Hearing was mailed to property owners within 300 feet of the site and published in the Post Record on November 11, 2022. Legal publication #747770.		

APPLICABLE LAW: The application was submitted on May 5, 2022, and the applicable codes are those codes that were in effect at the date of the application's first submittal. Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, specifically (but not limited to): Chapter 17.11 Subdivision, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures. [Note: Citations from Camas Municipal Code (CMC) are indicated in *italic type*.]

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SUMMARY

An application has been made to the City of Camas for preliminary plat approval to subdivide approximately 9.69 acres zoned Single-Family Residential (R-7.5). The preliminary plat proposal would separate this area into 34 lots ranging in size from approximately 6,553 square feet to 11,597 square feet. The site contains steep slopes and trees onsite. The proposal includes open space, access, utility, and stormwater facility tracts.

The subject site is bordered to the north by NW 18th Avenue. Across the street is Single-Family Residential zoned property consisting of a church and single-family residences. To the east is a subdivision with newly constructed residences zoned Single-Family Residential R-10. To the south are single-family residences on larger R-7.5 zoned lots. To the west, across NW Hood Street is a current development proposal for a single-family residential development in the R-7.5 zoning.

There is an existing single-family home on site that will remain. The site also consists of grass and shrubs with several trees along the eastern half of the site. The development is proposing tracts for a stormwater facility, access, landscaping, and other infrastructure.

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

FINDINGS

Chapter 16.07 State Environmental Policy Act

A SEPA checklist was submitted, and a Determination of Non-Significance (DNS) was issued on August 25, 2022, as the proposed development includes more than nine residential dwelling units per CMC 16.07.020.A.1. and contains critical areas. The comment period ended September 8, 2022, and five comments were received. One comment was from the Department of Ecology regarding solid waste management and water quality (Exhibit 35). The second comment is from Clark County Concurrency (Exhibit 36), and they had no further comments. The other public comments (Exhibit 37-40) are regarding street improvements, traffic, landscaping, trees, and open space. These comments are addressed throughout the report.

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

Chapter 16.31 Archaeological Preservation

An archaeological predetermination report dated September 22, 2021, was prepared by Applied Archaeological Research, Inc. and was sent to the Department of Archaeology and Historic Preservation and the tribes. Based on the report, no further archaeological work is recommended at this time. The report and findings are not subject to the open public records act and as such, the City cannot disclose the results.

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

Chapter 16.51 Critical Areas

CMC Chapter 16.61 – Geological Hazardous Areas

City mapping identified the subject property within an area of geologically hazardous areas (i.e., steep slopes). As such, the applicant submitted a geotechnical report prepared by Columbia West Engineering, Inc. dated September 15, 2021. The slopes increase towards the northeast corner of the site and exceed 15%. The area is identified as a potential landslide hazard. Staff finds the site to be developable if the recommendations in the geotechnical report are followed.

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

Chapter 17.11 Subdivisions

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

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

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

Comprehensive Plan

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

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

- Land Use Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- Land Use Policy 1.5: Where compatible with surrounding uses, encourage redevelopment or infill development to support the efficient use of urban land.
- Land Use Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.

- Housing Policy 1: Maintain the strength, vitality, and stability of all neighborhoods and promote the development of a variety of housing choices that meet the needs of all members of the community.
- Housing Policy 1.6: Encourage in-fill development on vacant or underutilized sites, subject to design review guidelines, that have adequate urban services, and ensure that the development is compatible with the surrounding neighborhood.

The proposed subdivision will help accommodate the projected growth through the utilization of existing land. When built, the proposed houses will provide housing opportunities to meet the community's needs in accordance with the Housing Element of the Comprehensive Plan.

Parks and Open Space Plan

The Parks and Recreation Open Space Plan does not identify any trails or open spaces on or near the site.

Neighborhood Traffic Management Plan: The City has a Neighborhood Traffic Management Plan (NTM). The NTM plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADT) or more.

Both Transportation Impact Studies (TIS/TIA) provided by H. Lee & Associates, dated April 14, 2022 (Exhibit 17), and revised on October 21, 2022 (Exhibit 47), states that the proposed 34 Lot development will generate 311 average daily trips, 23 AM Peak Hour (6 in, 17 out) and 31 PM Peak Hour trips (19 in, 12 out). Therefore, the proposed development will not be required to install traffic calming features.

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

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

Water:

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

There are existing water mains as follows:

- A 12-inch ductile iron main on the north side of NW 18th Avenue.
- 12-inch ductile iron water main located on the north side of NW 16th Avenue, which runs east to-west and ties into 12-inch in Hood Street.
- An existing 12-inch ductile iron water main located in Tract E of Haven Heights subdivision that dead-ends at 20-foot utility easement south of Tract E.
- An 8-inch ductile iron water main that serves Haven Heights subdivision and ties into the existing 12-inch main at the intersection of NW 18th Avenue and NW Hancock Drive.

There were three preliminary development plan submittals.

- The first submittal is dated April 2022 (Exhibit 26).
- The second submittal is dated June 2022 (Exhibit 29).
- The third submittal is dated September 2022 (Exhibit 44).
- The following discussion is based on the third (Exhibit 44) and final submittal.

The third submittal preliminary development plans provide for two connections to existing water mains to serve the development, which are proposed as follows:

A 12-inch by 12-inch connection to the existing 12-inch water main along the west side of the property at the intersection of NW Hood Street and the future NW 17th Avenue.

The new 12-inch water main is shown to extend east to the intersection with future NW Hazel Street and continues south-and-east to the end of the cul-de-sac on NW 17th Circle. Continuing from the end of the cul-de-sac, the future 12-inch water main is shown to extend east and south thru Lot 19 to tie-into the existing 12-inch water main that dead-ends in Tract E of Haven Heights.

The segment of the future 12-inch water main on Lot 19 is located on the north and easternmost property lines and is shown to be located in a '15-foot Public Water Easement'. The proposed 15-foot Public Water easement is shown to overlay a 10-foot Private Storm Sewer easement along the easternmost property line.

Per the Camas Design Standards Manual (CDSM), Section IV Engineering Details, General Engineering Detail G8 Utility Easements, one utility requires a 15-foot-wide easement, and two utilities requires a 20-foot-wide easement with 10-feet of separation between the two utilities.

As there are two utilities shown on the eastern side of Lot 19, the combined easement width is required to be a 20-foot-wide easement width. The total 20-foot easement width would include: the 5-foot offset from the east property line for the public water line, a 10-foot separation between the two utilities, and the remaining 5-foot easement width on the west side of the private storm sewer line. Additionally, the 12-inch water main is to cross under the storm sewer line and is to be located along the easternmost side of Lot 19, 5-feet from the eastern property line.

Staff recommends a condition of approval that prior to final engineering plan approval the water utility and stormwater utility plans should be revised as follows:

- The 12-inch public water main is to cross under the private storm sewer line and is to be located along the easternmost side of Lot 19, 5-feet from the eastern property line. There is to be a 10-foot separation between the two utilities.
- The combined public water line easement and private storm sewer easement, along the eastern property line of Lot 19 is to be shown as a total 20-foot-wide easement width that includes: the 5-foot offset from the east property line for the public water line, the 10-foot separation between the two utilities, and the remaining 5-foot of easement on the west side of the private storm sewer line, in accordance with CDSM General Engineering Detail G8 Utility Easements.

Staff recommends a condition of approval that prior to final plat approval that the preliminary plat should be revised as follows:

- A combined public water easement and private storm sewer easement is to be shown along the eastern property line of Lot 19.
- The combined easement width is to be shown as a total 20-foot-wide easement that includes: the 15-foot-wide public water easement along the east property line, the 10-foot separation between the two utilities, the 10-foot-wide private storm sewer easement overlapping the public water easement, with the remaining 5-feet of private easement on the west side of the private storm sewer line.

- The 15-foot-wide public water easement across Lot 19 is to be owned and maintained by the city. Except for the driveway access to the SFR on Lot 19, placement of permanent structures, trees, and shrubs within the 15-foot public water easement is prohibited. A plat note to this effect is warranted.

Proposed Plat Note: The 15-foot-wide public water easement across Lot 19 is to be owned and maintained by the city. Except for the driveway access to the SFR on Lot 19, placement of permanent structures, trees, and shrubs within the 15-foot public water easement is prohibited.

Minimum 1-inch water services will be stubbed to each of the future Lots 11 thru 21 and future Lots 23 thru 26 from the new 12-inch water main. The individual water services and meter boxes are to be in planter strips or at the back of sidewalk in areas where the sidewalk is curb tight per Camas Design Standard Manual (CDSM).

An 8-inch by 8-inch connection to the existing 8-inch water main on the east side of the property at the intersection of NW Hancock Drive and future NW 17th Avenue.

- The new 8-inch waterline is shown to extend west and then south to the intersection of future NW Hazel Street and future NW 17th Avenue.
- The 8-inch waterline will tie into the future 12-inch waterline at the intersection of future NW Hazel Street and future NW 17th Avenue.
- 1-inch water services will be stubbed to each of the future Lots 1 thru 10, future Lots 27 thru 29, and future Lots 31 thru 33 from the new 8-inch waterline. The individual water services and meter boxes are to be in planter strips or at the back of sidewalk in areas where the sidewalk is curb tight per Camas Design Standard Manual (CDSM).

Access to future Lot 30 is via a private road located in future Tract D. A water service to future Lot 30 is not shown on the revised preliminary plans (Exhibit 44).

Staff recommends a condition of approval that prior to final engineering plan approval the water utility plans are to be revised to provide for a water service stubbed to the right-of-way at Tract D Private Road with the meter box located at the right-of-way. The water service from the meter box to the future single-family residence on Lot 30 is to be extended from the meter box at right-of-way, thru the private road to the future single-family residence.

Access to future Lots 22 and 34 is via a private road located in future Tract E. A future 8-inch waterline is shown to extend from the 8-inch waterline in NW 17th Avenue south the end of the private road in Tract E. Staff does not support the preliminary proposal.

Staff recommends a condition of approval that prior to final engineering plan approval the water utility plans are to be revised to provide for the water services for future Lots 22 and 34 be stubbed to the right-of-way at Tract E with the meter boxes located within the right-of-way. The water services from the meter boxes to the future single-family residences on Lots 22 and 34 are to be extended from the meter boxes at right-of-way, thru private road Tract E to the future single-family residences.

Per CMC 17.19.040.C.4.a Each lot within a proposed development shall be served by a water distribution system. Individual water services will be provided to each lot with meter boxes located in the proposed planter strips or at back of sidewalk in areas where the sidewalk is curb tight per Camas Design Standard Manual (CDSM). Fire hydrants will also be installed in accordance with Camas Design Standards Manual (CDSM) and Fire Department requirements.

Per the CDSM a water sampling station for the development is required. The preliminary plans did not propose a water sampling station to be installed.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise the water utility plans to include the location for installation of the water sampling station onsite.

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

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

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

Storm Drainage:

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

The parcel for the proposed development is approximately 9.82 acres (427,759 SF) in size. A preliminary drainage analysis (TIR), dated April 22, 2022, was prepared by Olson Engineering. The parcel is covered with predominantly grass, minimal trees and shrubs that are concentrated around the existing structures. The site slopes generally from the northeast to the southwest with grades ranging from 10% to 15%. The steeper slopes 15% to 25% reside in the south-central portion of the site.

The preliminary stormwater report addresses Minimum Requirements (MRs) #1 and #3 thru 9, however it does not address Minimum Requirement (MR) #2 *Construction Stormwater Pollution Prevention Plan* (SWPPP). The proposed development has land-disturbing activities that are greater than one acre, therefore requiring the applicant to obtain a NPDES Construction Stormwater General (CSG) permit. The SWPPP is a component of the required NPDES CSG permit that is issued by Ecology. The revised preliminary TIR does not reference MR #2, the NPDES CSG permit or the SWPPP.

Staff recommends a condition of approval that prior to final engineering plan approval, the final stormwater (TIR) report is to be submitted for review that addresses MR #2, per Ecology's latest 2019 SWMMWW.

Minimum Requirement #9 requires an Operation and Maintenance (O&M) Manual be included as a component of the stormwater report. The preliminary TIR includes the 2009 City of Camas Storm Sewer Systems O&M manual. The 2009 O&M Manual has been replaced with the *City of Camas June 2022 Stormwater Sewer System O&M Manual* as shown in the Section II Stormwater Design Standards, of the Camas Design Standards Manual (CDSM).

Staff recommends a condition of approval that prior to final engineering plan approval, the final stormwater (TIR) report is to be submitted with the current *June 2022 City of Camas Stormwater Sewer System O&M Manual*.

There were three preliminary development plan submittals.

- The first submittal is dated April 2022 (Exhibit 26).
- The second submittal is dated June 2022 (Exhibit 29).

- The third submittal is dated September 2022 (Exhibit 44).
- The following discussion is based on the third (Exhibit 44) and final submittal.

The preliminary stormwater plan provides an onsite stormwater collection and conveyance system that includes catch basins, storm manholes, and ditch inlets, which collect and convey stormwater runoff from the future public roads (future NW 17th Avenue, NW Hazel Street and NW 17th Circle), future private roads located in Tract D and Tract E, and private storm easements located at the rear of Lots 1 thru 21, and Lots 23 thru 34 to the storm facility and underground treatment facility located on future Tract B. Additionally, the preliminary stormwater plans provide for collecting and conveying the offsite stormwater runoff along NW 18th Avenue and NW Hood Street to the stormwater facility located in future Tract B.

Per CMC 14.02 and 17.19.040.C, stormwater is not to negatively affect adjacent property owners. The preliminary storm plans indicate that the outlet pipe from the future Tract B 'Storm Facility' is "*directed west to NW 16th Ave. and NW Klickitat St. intersection stormwater facility*". There is not a stormwater facility at this intersection.

There are not any frontage improvements on the south side of NW 16th Avenue east of the Shelborn subdivision frontage improvements. The frontage improvements for the Shelborn subdivision, included a ditch and ditch inlet located behind the sidewalk along the Shelborn subdivision. The existing ditch discharges into a ditch inlet and conveyance pipe that flows west to the existing wetlands, located in the northeast corner of Deer Creek Ph. 6, and thus the seasonal creek that runs northeast-to-southwest thru Deer Creek Phase 6.

Staff recommends a condition of approval that prior to final engineering plan approval that the applicant should be required to submit revised stormwater plans addressing potential impacts to the adjacent property owners on the south side of NW 16th Avenue, east of the Shelborn subdivision in accordance with CMC 14.02 and CMC 17.19.040.C.

Stormwater collection and conveyance systems, located within private roads, Tracts D and E, are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the final plat stating: "the onsite private stormwater collection and conveyance system located within the private road Tracts 'D', 'E' to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes".

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

Per CMC 14.02 and 17.19.040.C, stormwater is not to negatively affect adjacent property owners. This requirement encompasses both roof drain downspouts and overland surface flow. The preliminary stormwater plans provide a private storm line with a 10-foot-wide private stormwater easement on future Lots 1 thru 34.

Staff recommends a condition of approval that prior to final plat approval, a note is to be added to the plat which states private stormwater systems and easements, located on Lots 1 thru 34, are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems are located.

Proposed Plat Note: Private stormwater systems and easements, located on Lots 1 thru 34, are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems are located.

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

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

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

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

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

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

Erosion Control:

In accordance with CMC 14.06 Erosion Control, adequate erosion control measures are to be provided during the site improvements for the proposed development in accordance with the *Camas Design Standards Manual* (CDSM) and Ecology's *Stormwater Management Manual for Western Washington* (SWMMWW).

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

Per CMC 14.06.200 Erosion and Sediment Control Bonds & Insurance and CMC 17.21.030 B financial security for erosion control, in the amount of 200% of the estimated erosion control items is required for land-disturbing activities greater than one acre. The erosion control financial security is to be submitted to the city prior to start of any land-disturbing activities. Additionally, the applicant will be required to provide a copy of both their *NPDES General Construction Stormwater Permit* (GCSWP) and their *Stormwater Pollution Prevention Plan* (SWPPP), which is a requirement of the NPDES GCSWP permit. The NPDES GCSWP permit is issued by the Washington State Department of Ecology for land-disturbing activities of an acre or more.

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

Per CMC 17.21.030.A installation of erosion prevention / sediment control measures are required per an approved erosion and sediment control plan. Per CMC 17.21.030.C construction of storm drainage facilities required to detain and dispose of stormwater is to commence prior to work on other portions of the project.

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

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

Sanitary Sewage Disposal:

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

There is an existing an existing 4-inch pressure STEP sewer main located on the west side of NW Hood Street and on the south side of NW 18th Avenue.

There were three preliminary development plan submittals.

- The first submittal is dated April 2022 (Exhibit 26).
- The second submittal is dated June 2022 (Exhibit 29).
- The third submittal is dated September 2022 (Exhibit 44).
- The following discussion is based on the third (Exhibit 44) and final submittal.

The preliminary sanitary sewer plans propose to tap the existing sanitary sewer STEP main on the west side of NW Hood Street, at the future intersection of NW Hood Street and future NW 17th Avenue and extend a new 2-inch sanitary pressure sewer STEP main throughout the proposed development, and located in future NW 17th Circle, future NW Hazel Street, and future NW 17th Avenue to the north. The proposed 2-inch sanitary pressure sewer STEP main is shown to dead-end on the east side of the private road in Tract E, near future Lot 33. The preliminary plans also propose individual 4-inch sewer laterals to be stubbed to the right-of-way for each of Lots 1 thru 31. However, the sanitary sewer main will be a 2-inch pressure sewer STEP system and therefore the sewer laterals for all lots are to be 1 or 2-inch STEP sewer laterals. A separate 2-inch sanitary pressure STEP main is proposed to extend south in the private streets located in Tract D for Lot 30 and in Tract E for Lots 32, 33, and 34.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant is to revise the sanitary utility plans to provide either a 1 or 2-inch STEP sewer laterals to serve each of Lots 1 thru 34, per CDSM STEP Sewer Detail SP2.

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

Proposed Plat Note: Tract D 'Private Road' and Tract E 'Private Road, Private Road consists of a utility access and maintenance easement, to the city, over and under the 2-inch sanitary sewer pressure main

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

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

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

State and County guidelines prior to final plat approval. If applicable, any water rights associated with the decommissioned well(s) shall be transferred to the City.

Staff recommends a condition of approval that prior to final engineering plan approval, any existing wells, or septic systems are to be decommissioned and documentation should be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

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

Roads:

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

There were three preliminary development plan submittals.

- The first submittal is dated April 2022 (Exhibit 26).
- The second submittal is dated June 2022 (Exhibit 29).
- The third submittal is dated September 2022 (Exhibit 44).
- The following discussion is based on the third (Exhibit 44) and final submittal.

NW 18th Avenue and NW Hood Street are existing road that are designated as future 3-lane arterials, per the 2016 Road Designation Comprehensive Plan.

Per 17.19.040.B.1 half-width street improvements along an existing roadway is required when determined appropriate by the city engineer, shall include utility easements, pedestrian pathway, storm water drainage, street lighting and signage, ..., bike lanes, and improvements to the centerline of the right-of-way as necessary to provide the minimum structural street section per CDSM.

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

Half-width street improvements and right-of-way dedication, from the centerline of the existing roadways on NW 18th Avenue and NW Hood Street are required along the frontage of the proposed development.

Per Table 17.19.040-2 Minimum Public Street Standards C and Camas Design Standards Table 2 – General Guidelines for Geometry of a Roadway, a 3-lane collector or arterial shall consist of a 74-foot right-of-way width, 46-feet of paved surface, 6-foot detached sidewalks on both sides, and planter strips on both sides.

[NW 18th Avenue]:

NW 18th Avenue, along the frontage of the proposed development is an unimproved roadway on the south side of the road. The north side of NW 18th Avenue consists of approximately 220-feet of frontage improvements eastbound from the intersection with NW Hood Street. The existing paved surface width is approximately 30-feet along the frontage of the proposed development.

[NW Hood Street]:

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

The preliminary plans for the proposed frontage improvements along NW 18th Avenue and NW Hood Street indicate dedication of 37-foot right-of-way width from the centerline of the existing roadway, 23-feet of full-depth paved width the centerline of the existing roadway, a 7.5-foot planter strip, and a 6-foot-wide sidewalk. These frontage improvements will extend from the easternmost property line of future Lot 1, through the intersection with NW Hood Street, and south to the southernmost property line of future Tract B Storm Facility.

Staff recommends a condition of approval that prior to final engineering plan approval and final plat approval that the applicant should be required to dedicate sufficient right-of-way to provide for the minimum 74-foot-wide right-of-way width and 46-foot paved street width along NW 18th Avenue and NW Hood Street in accordance with CMC 17.19.040.B Table 17.19.040-2 Minimum Public Street Standards C.

Per CDSM, Access Spacing Standards Table 3: The Access Spacing Standards for a roadway classified as an arterial is a minimum of 600-feet and a maximum of 1,000-feet. NW Hood Street, NW 18th Avenue, and NW 16th Avenue are classified as existing arterials.

The revised preliminary engineering plans (Exhibit 44) show the future intersection NW 17th Avenue off NW Hood Street to be approximately 260-feet south of the intersection of NW Hood Street and NW 18th Avenue and approximately 330-feet north of the intersection of NW Hood Street and NW 16th Avenue.

The proposed location of the future NW 17th Avenue does not meet the access spacing standards for an arterial, however the city engineer is in support of a deviation from the access spacing standards due to site constraints. Both NW 16th Avenue and NW 18th Avenue are existing roadways and there are private properties to the south and east of NW 16th Avenue, which prohibit the extension of NW 16th Avenue to east. Additionally, the future intersection of NW 17th Avenue, to the east, is in alignment with the previously approved location of NW 17th Avenue to the west that will provide access to the future Hood Street subdivision (SUB22-01).

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

The preliminary engineering plans do not indicate the curb radius at the proposed intersection from NW Hood Street to the future NW 17th Avenue.

Staff recommends a condition of approval prior to final engineering plan approval that the engineering plans be revised to provide a minimum 35-foot curb radius on both sides of the road at the intersection of NW Hood Street and future NW 17th Avenue.

[NW 16th Avenue & Private Road to the east / Future Tract C]:

NW 16th Avenue is a public roadway west of the intersection with NW Hood Street. East of the intersection with NW Hood Street is a private road that provides access to PIN 92233002 (3220 NW 16th Avenue), PIN 92233004 (3102 NW 16th Avenue), and PIN 127429000 (3018 NW 16th Avenue). The private road is approximately 638-feet in length and paved. There is approximately 98-feet of the private road located within a private road easement along the frontage of PIN 92233002 and PIN 92233004. The remaining approximately 540-feet of the private road veers northeasterly onto the southernmost portion of the proposed development (PINs 127439000 & 127356000).

As a means of retaining the existing access to parcels number PIN 92233002 (3220 NW 16th Avenue), PIN 92233004 (3102 NW 16th Avenue), and PIN 127429000 (3018 NW 16th Avenue), the revised preliminary plat (Exhibit 43) provides for the southernmost 13,982 sf the future development to be placed in future Tract C as a *“tract of land retained by the applicant or deeded to an adjacent owner.”* A plat note to this effect is warranted.

Proposed Plat Note: Tract C is a Tract of land to be retained by the applicant or deeded to an adjacent property owner(s).

Tract C is shown as extending from the existing westernmost property line to the easternmost property line. As shown, approximately 25-feet of the western end of Tract C is located within the future right-of-way at the intersection of NW Hood Street and NW 16th Avenue.

Staff recommends a condition of approval that prior to final engineering plan approval and prior to final plat approval, the applicant is to submit revised engineering plans and a revised final plat with the future right-of-way on NW Hood Street extended south to the southernmost property line of future Tract C. The frontage improvements along NW Hood Street will begin/end at the northernmost property line of future Tract C.

[Interior Public Roads]:

Per Table 17.19.04-2 Minimum Public Street Standard A, requires a 52-foot-wide right-of-way, 28-foot paved surface, 5-foot-wide detached sidewalks and planter strips on both sides, no parking permitted on one side, and approval from the city engineer.

The preliminary engineering plan proposes to construct three future interior public roads in accordance with Public Street Standard A: NW 17th Avenue, NW 17th Circle, and NW Hazel Street. ***The city engineer is in support of Public Street Standard A for the future interior public roads.***

Street naming is the responsibility of the Building Official. The street names, as shown on Exhibit 44, are preliminary names, which are subject to change during the final engineering plan approval process.

The minimum curb radii on a public street with a 52-foot right-of-way width and 28-feet of paved surface is 25-feet. The Fire Marshal has determined that access from a public road with 52-feet of right-of-way onto private roads, without a minimum 25-foot curb radius has caused damage to existing curbs and sidewalks.

Staff recommends a condition of approval that prior to final engineering plan approval, that the applicant should be required to provide a minimum 25-foot curb radius at the transitions from the public road, future NW 17th Avenue, to the future private road as follows:

- Tract D: A 25-foot curb radius is required on both sides of the private road to Lot 30, which is located between Lots 29 and 31.
- Tract E: A 25-foot curb radius is required on both sides of the private road to Lots 22 and 34, which is located between Lots 32 and 33.

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

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

Per the preliminary plans, future 'NW 17th Circle – Public Road' is approximately 300-feet in length and dead-ends at a 35-foot radii cul-de-sac, which meets the maximum 300-foot length for a cul-de-sac or permanent dead-end.

Additionally, due to the physical constraints a direct pedestrian connection would be prohibitive as there is an existing development located to the east with an abutting landscape buffer tract running north-to-south and private property to the south.

[Private Roads]: CMC 17.19.040.A and Table 17.19.040-1 Minimum Private Street Standard A, access to four or less dwelling units, shall consist of a tract width of 20-feet, a minimum 12-foot-wide paved surface, sidewalk optional, and no parking on both sides. Additionally, streets more than 150-feet in length, as measured from the centerline of the adjacent road, require a dead-end turn around.

The preliminary engineering plan proposes two (2) private street each accessing four dwelling units or less as described in the following tracts:

- Tract D provides access to future Lot 30 and is approximately 120-feet in length from the centerline of NW 17th Avenue to the north property line of Lot 30.
- Tract E provides access to future Lots 22 and 34 and is approximately 140-feet in length from the centerline of NW 17th Avenue to the northeast property line of Lot 22.
- Both private road Tracts D and E meet Minimum Private Street Standard A.

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

Staff recommends a condition of approval that prior to final engineering plan approval, that the applicant should be required to provide a design for a 'No Parking and Towing' sign for review and approval for private road Tract D and Tract E.

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

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

[Street lighting]: LED Street lighting is to be designed and installed along all street frontages in accordance with the Camas Design Standards Manual (CDSM) – Standards for Street Lighting. The locations for streetlights are to be coordinated with the locations of other site features, such as street trees, driveways, fire hydrants, and other utilities.

Per CDSM, private streets more than 100-feet in length and serving more than five dwelling units are required to have streetlights. Streetlights proposed for private streets are required to be metered separately and are to be owned and maintained by the HOA.

Private streets, Tract D and Tract E, are more than 100-feet in length, however both Tracts serve less than five dwelling units, therefore streetlights are not required. However, if the applicant or future homeowners wish to install any private streetlights, the streetlights are to be metered separately and are to be owned and maintained by the applicable homeowners.

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

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

[Street Trees]: CMC 17.19.030 (F 1) requires one 2-inch diameter street tree in the planter strip for each dwelling unit. Prior to final engineering approval, the applicant is to show proposed driveway locations for each lot to ensure that street trees are not impacted.

The street tree plantings and other landscaping should be included on the landscaping plans with final engineering plan submittal for the site improvements. Staff finds a condition of approval that prior to final engineering plan approval, the applicant is required to submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13, in addition to CMC Chapter 17.19.030.F.6, and include plantings from the City's approved plant list.

Street trees are required every 30 linear feet along the street frontage. The applicant is providing a minimum of one street tree per lot and trees every 30 linear feet per the updated preliminary landscape plan (Exhibit 45). Street trees adjacent to lots should be installed prior to final occupancy per CMC 17.19.030.F.4. Staff finds the street tree requirements are met.

[Storm Facility Landscaping]: CMC 17.19.030.F.6 Storm drainage facilities shall be required to include a 10-foot L2 landscape buffering in accordance with the CDSM if within 30-feet of any street or accessory structure. The revised preliminary plat (Exhibit 43) provides for a 10-foot landscape tract, Tract 'A', between the Tract 'B' Storm Facility and NW Hood Street, and a 10-foot landscape buffer at the north, south, and east perimeters of the storm facility. Staff finds the landscape buffer requirements are met.

Per CMC 18.13.055.B.2 the L2 landscape buffer shall consist of low shrubs not to exceed three feet in height, one tree per thirty lineal feet, and ground cover; or a three-foot-high masonry wall or fence in lieu of shrubs. The revised preliminary landscape plans (Exhibit 45), include the L2 landscape requirements within the buffer. Staff finds the L2 landscape buffer planting requirements are met.

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

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

The applicant's submittal includes proposed private stormwater easements for the benefit of Lots 1 thru 34, and within private road Tracts D and E. Staff recommends a condition of approval that the applicant should show the private stormwater easements on the construction drawings and on the final plat. Additionally, a note is to be added to the face of the final plat stating that "the private stormwater easements, provided for the benefit of Lots 1 thru 34; and within private road Tracts D and E are to be owned and maintained by the HOA and/or applicable property owners." Said easements should be dedicated with the final plat.

The applicant is proposing to provide two additional private roads, Tract D and Tract E, that will provide access to Lot 30, and Lots 22 and 34. Proposed Tract D and Tract E are to be shown on the final plat. Public sanitary sewer main and private the stormwater collection and conveyance system will be located within these private Tracts and as such the applicant is to provide a blanket access and utility maintenance easement over the proposed private street Tracts to the City of Camas at the time of final platting.

A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the storm drainage systems, fencing, walls, landscaping, irrigation, private roads, private gates and controller, and tracts or easements outside of

the City's right-of-way. Further, all necessary easements and dedications should be noted on the final plat.

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

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

CMC 18.09.040 Table 1 Lot Dimensional Standards

The parcel is zoned Single-Family Residential R-7.5 and must follow the dimensional standards per Table 1. The applicant is utilizing Footnote 3 in Table 1 which allows *"for parcels with an existing dwelling, a one-time exception may be allowed to partition from the parent parcel a lot that exceeds the maximum lot size permitted in the underlying zone."* Lot 22 of the preliminary plat (Exhibit 43) will retain the existing dwelling, therefore the lot may exceed the dimensional standards in the R-7.5 zone.

The dimensional standards per CMC 18.-09.040 Table 1 allows for a minimum lot size of 6,000 square feet and a maximum lot size of 12,000 square feet. The applicant is proposing lots 6,553 square feet and 11,597 square feet, with the exception of lot 22 being 32,240 square feet. Staff finds the lot size requirements are met.

The average lot size for the R-7.5 zoning is 7,500 square feet. Per footnote 4 in Table 1 of CMC 18.09.040, the average lot size may vary from the standard by no more than 500 square feet. The applicant is providing an average lot size of 7,529 square feet. Staff finds the lot average is met.

There is no minimum density required for the lot, however, the maximum density allowed is 5.8 units per net acre. Per CMC 18.03.040, is *"the total acreage of a land use development exclusive of open space and critical areas."* There are two open space tracts designated that makeup .38 acres. The total site acreage is 9.69 acres, thus making the net acreage 9.31 acres. The maximum density allowed for the site is 54 units. The applicant is proposing 34 single-family lots. Staff finds the density is met.

The maximum lot coverage allowed in the R-7.5 zoning is 40% and a shall be noted on the plat.

The minimum lot width permitted is 70 feet and the minimum lot depth is 90 feet. Staff finds each lot complies with the minimum lot width and depth.

Per CMC 18.09.080.B, *"When creating new lots via short plats or subdivisions that are adjacent to a different residential zone designation, the new lots along that common boundary shall be the maximum lot size allowed for the zone designation of the new development (if a lower density adjacent zone), or the minimum lot size allowed for the zone designation of the new development (if a greater density adjacent zone), as based on CMC 18.09.040 Table 2, Section A."* The development to the east, known as Hancock Springs Subdivision, is zoned R-10 which is a lower-density zone. However, Hancock Springs has an existing open space tract along the perimeter separating itself from 18th Avenue Subdivision. The 18th Avenue Subdivision is also proposing an open space tract along its perimeter to further buffer the Hancock Springs Subdivision. Due to the open space tracts, the 18th Street Subdivision does not abut a lower density zone, it only abuts an open space tract, therefore beveling requirements are not required.

There is currently an existing single-family residence and two outbuildings. The outbuildings are not shown on the plat and do not comply with setbacks for the new lot 22, therefore staff finds the outbuildings shall be removed prior to final plat approval.

CMC 18.09.040 Table 2 Setbacks

Lots 1-21 and 23-34 within the development fall into the 5,000 square foot to 11,999 square foot column for setbacks. Lot 22 falls into the 15,000 square feet or larger setback column. However, lot 22

does not comply with the 30-foot front yard setback, 15-foot side yard setback, and 35-foot rear yard setback for lots larger than 15,000 square feet. Staff finds lot 22 shall be updated to reflect the correct setbacks.

Lots 10 and 11 are considered corner lots. Per CMC 18.09.040 Table 2, the side yard flanking a street and corner lot rear yard should be 10 feet. Staff finds the setbacks for lots 10 and 11 shall be updated to reflect corner lot setbacks.

Lot 19 is a 11,759 square foot lot; therefore, the front yard setback shall be 20 feet and the side yard shall be 5 feet. Staff finds the setbacks for lot 19 shall be updated.

Lots 8, 22, 30, and 34 are proposing to utilize setbacks for irregular shaped lots per CMC 18.03.040 Figure 18.03-6. The definition for the front lot line is *“the lot line separating the lot from a street other than an alley”*, and the rear lot line is *“opposite and most distant from the front lot line”*. In the case of an irregular shaped lot, which means there is no defined rear lot line that is opposite and most distant, then *“a line ten feet in length within the lot parallel to and most distant from the front lot line shall be considered the rear lot line for purposes of determining required setbacks”*. The rear lot lines for lots 8 and 34 are at an angle and not parallel to the front lot lines, therefore these two lots are considered irregular.

According to the definition of a front lot line, the lot line between NW 17th Circle and lot 22 *“is the lot line separating the lot from a street”*, therefore it is considered the front yard. The lot line opposite and most distant would be the rear yard. The entire lot is not rectangular like the others and the front lot line is mostly made up of the curved cul-de-sac street frontage. Therefore, staff finds the lot may utilize irregular shaped lot setbacks.

Lot 30 is not considered an irregular-shaped lot because it is a rectangular-shaped lot where the north lot line is separating the lot from the access tract. The south lot line is parallel and is therefore considered the rear lot line. Staff finds the applicant shall update lot 30 to display the correct setbacks since it is not considered an irregular shaped lot.

CMC 17.19.030.D.6 – Double Frontage Lots

Double frontage lots have street frontage along two opposite lot lines. Lots 1 through 12 are considered double frontage lots. A 10-foot-wide landscape tract (Tract A) is required along the street facing lot line to visually buffer the rear yards from public view. The applicant has proposed a 10-foot-wide landscaping tract along the rear yards of lots 1-12. Per CMC 17.19.030.D.6, Tract A shall include a minimum of two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area and maintained in perpetuity by the homeowner’s association. The tract must also include a four-foot-high wall along a collector and a six-foot-high wall along an arterial. A condition is warranted.

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

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

CMC 18.13.045 and CMC 18.13.051 Tree Density/Tree Survey:

An arborist report was submitted by Olson Environmental, LLC dated October 28, 2021, and identified 88 trees onsite. A minimum of 20 tree units (TU) per net developable acre is required for residential developments per *CMC 18.13.051(A) Table 1 – Required Tree Density* and should be incorporated into the overall landscape plan. The net acreage of the site is 9.31 acres, thus requiring 186 tree units. The onsite trees are recommended for removal per the arborist report due to tree health and grading

impacts. The applicant is proposing to plant 109 street trees and 77 site trees, for a total of 186 trees. Staff finds the proposed landscape plan meets the minimum tree density.

Staff finds the applicant shall comply with the arborist report by Olson Environmental, LLC dated October 28, 2021. Staff also finds a final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.

CMC Section 18.17.060 Retaining Walls:

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

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

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

Based on the transportation impact analysis (TIA), the proposed development will generate approximately 311 ADTs, which triggered the requirement for a TIA.

The original traffic study (TIA) dated April 14, 2022 (Exhibit 17), was prepared by H. Lee & Associates for the proposed development of up to 33 new single-family detached homes and one existing detached single-family residence. H. Lee & Associates submitted a revised traffic study, dated October 21, 2022 (Exhibit 47), which is based on the revised plat (Exhibit 43). Both reports used the trip generation rates from the ITE Trip Generation Manual (11th Edition, 2021), ITE code #210 Single-Family Detached Housing, to determine the number of trips generated per weekday.

The report analyzed the following intersections:

- NW 16th Avenue / NW Brady Road
- NW 18th Avenue / NW Hancock Drive
- NW Brady Road / NW McIntosh Road
- NW Hood Street / Project Access (future NW 17th Avenue)

Additional analyses were also included in the report:

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

A summary of the findings from the traffic analysis are as follows:

- *The proposed development is expected to generate 311 daily, 23 A.M. peak hour (h in, 17 out), and 31 P.M. peak hour (19 in, 12 out) net new trips.*

The TIA was sent to both the City of Vancouver and Clark County for a ‘Transportation Concurrency Review’.

Clark County’s concurrency review is based on regionally significant intersection and corridors under county jurisdiction within 1 to 2-miles of a site.

- The proposed project does not meet the County’s criteria for additional analysis.

The City of Vancouver collects proportionate share fees for PM Peak Hour trips for intersections within the vicinity of a proposed development.

The City of Vancouver’s November 1, 2022, concurrency review comments are as follows:

“Pursuant to VMC 11.70.090, 192nd Avenue is designated as a Category 1 Concurrency corridor, which stipulates that the corridor is operating at or above the City of Vancouver’s adopted level of service standards. Based on the trip distribution information contained in the study, 40% of the trips generated by the project will utilize the Brady Road corridor. It can be safely assumed that most or all of these trips will be sent thru the intersection of SE 192nd Avenue & SR-14 WB ramps.

The report also indicates that 20% of the trips generated by the project will utilize NW 16th Avenue. This street connects more-or-less directly to the intersection of SE 192nd Avenue & SE 34th Street.

An additional trip distribution analysis for the number of PM peak hour trips that will be distributed through the two noted intersections, is required. A list of the intersection(s) slated for proportionate share contributions is as follows:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip		\$0.00
SE 192 nd Ave & WB SR-14 ramps	\$2,000 per PM peak hour trip		\$0.00
Total Proportionate Share Cost			\$0.00

Based on the above table, prior to the issuance of final acceptance, the applicant shall pay proportionate share fees to the City of Vancouver totaling \$_____.”

Staff recommends a condition of approval to prior to final engineering plan approval, the applicant is required to provide an additional trip distribution analysis determining the number of PM peak hour trips distributed through the intersections of SE 192nd Ave. & SE 34th Street and SE 192nd Ave. & WB SR-14 Ramps and to calculate the total proportionate share fee for each intersection.

Staff recommends a condition of approval that prior to final acceptance, the applicant is required to pay the proportionate share amount of \$_____ to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

- *All of the study area intersections are projected to meet the City of Camas level of service*

standards in the 2027 “Without Project” and 2027 “With Project” condition. **Staff concurs.**

- *Based on field measurements conducted by H. Lee & Associates, PLLC, the existing NW 18th Avenue/NW Hancock Drive and NW Hood Street/Proposed Project Access Intersections should be able to meet the sight distance requirements provided any vegetation within the sight distance triangles are properly maintained after construction and no obstructions are placed within the sight distance triangles that could impeded a driver’s vision. The corner sight distances should be re-verified in the final engineering/construction stages of development. **Staff concurs and a condition is warranted.***
- *Turn lane warrants at existing NW 18th Avenue/NW Hancock Drive and proposed NW Hood Street/Project Access intersections (future NW 17th Avenue) were not conducted due to low traffic volumes, acceptable levels of service, and acceptable accident rates in the 2027 “With Project” conditions along NW Hood Street. **Staff concurs.***

[Sight Distance Analysis]: Per the TIA findings noted above, the preliminary design for the existing NW 18th Avenue & NW Hancock Drive and NW Hood Street & Proposed Project Access (future NW 17th Avenue) intersection locations will meet CMC 18.17.030 Vision Clearance Standards, so long as vegetation within the site distance triangles are kept free of construction equipment, vegetation, and other obstructions. While the TIA addressed the vision clearance / site distance triangles, the preliminary civil concept plans did not include the vision clearance /site distance triangles on the preliminary plans.

Staff recommends a condition of approval that prior to final engineering plan approval the engineering plans are to be submitted with the site vision clearance / corner site distance triangles shown on the final engineering plans at the access location for the existing NW 18th Avenue & NW Hancock Drive and NW Hood Street & Proposed Project Access (future NW 17th Avenue).

Staff recommends a condition of approval that prior to final acceptance, the site vision clearance / corner sight distance triangles are to be field verified and shown on the approved as-builts plans.

Staff recommends a condition of approval that prior to final plat approval the final plat is to include the site vision clearance / corner site distance triangles at the access locations for the existing NW 18th Avenue & NW Hancock Drive and NW Hood Street & Proposed Project Access (future NW 17th Avenue).

Recommendations:

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

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

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

Per CMC 14.02.090.A.1 Stormwater facilities, located within residential subdivisions and short plats, shall be the maintenance responsibility of the applicant for two-years after the date of final acceptance. This maintenance period shall run concurrent with the city's required two-year warranty period that begins at final acceptance.

Per CMC 14.02090.C, the City shall have the right-of-entry and authority to inspect of the stormwater facilities for compliance with this chapter.

Tract B Stormwater Facility: Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g.,

homeowners' associations/homeowners). At completion of the 2-year warranty period, the stormwater facility located on Tract 'B' will be owned and maintained by the Homeowner's Association/homeowners, with right-of-entry granted to the city for inspection purposes. A plat note to this effect is warranted.

Onsite Private Storm System: The onsite private stormwater collection and conveyance system located within the private road Tracts D and E; and the private stormwater collection and conveyance systems located at the rear of Lots 1 thru 12; Lots 13 thru 21; Lots 22 thru 34; are to be owned and maintained by the HOA or applicable homeowners upon which the private stormwater systems are located, with right-of-entry granted to the city for inspection purposes. A plat note to this effect is warranted.

Per CMC 17.19.040.A.2 the HOA and/or homeowners are responsible for the ownership and maintenance of the private streets located in Tract D 'Private Road' and Tract E 'Private Road'.

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

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

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

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

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

PUBLIC COMMENTS

As of the writing of this staff report, staff received written public comments from the Department of Ecology (Exhibit 35), Clark County Currency (Exhibit 36), and citizens (Exhibit 37-40, 50) regarding street improvements, traffic, landscaping, trees, and open space. These comments are addressed throughout the staff report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that 18th Avenue Subdivision (SUB22-02) should be approved because it does comply with the applicable standards if all the conditions of approval are met.

RECOMMENDATION

Staff recommends APPROVAL of the preliminary plat of 18th Avenue Subdivision (SUB22-02) subject to the following conditions of approval:

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared by a licensed civil engineer in Washington State in accordance with the City of Camas Design Standards Manual (CDSM) and CMC 17.19.040.
2. The engineering site plans shall be prepared by a licensed civil engineer in Washington State and submitted to the City's Community Development Engineering Department for review and approval. Submittal requirements for first review are as follows:
 - a. Submit four (4) full size sets and one (1) half size set of plans.
 - b. One (1) hard copy of (TIR) stormwater report; and
 - c. Stamped preliminary engineer's estimate.
3. Community Development (CDEV) Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. Payment of the 1% plan review (PR) fee shall be due prior to the start of the plan review process.
 - b. Payment of the 2% construction inspection (CI) fee shall be due prior to construction plan approval and release of approved plans to the applicant's consultant.
 - c. Under no circumstances will the applicant be allowed to begin construction prior to construction plan approval.
4. If applicable, existing wells, septic tank, and septic drain fields shall be decommissioned in accordance with state and county guidelines, per CMC 17.19.020.
5. Installation of public improvements shall be in accordance with CMC 17.21 Procedures for Public Improvements.
6. Existing water wells, septic tanks and septic drain fields shall be properly abandoned and/or decommissioned in accordance with State and County guidelines prior to final plat approval.
7. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the city.
 - a. All designs will be in accordance with applicable City codes.
 - b. The maintenance of the entrance structure will be the responsibility of the homeowners.
8. The applicant will be responsible for ensuring that private utilities; underground power, telephone, gas, CATV, streetlights, and associated appurtenances are installed.
9. A 6-foot private utility easement (PUE) shall be located outside of the right-of-way on public streets and outside of the tracts on private streets.
10. A draft street lighting plan shall be submitted to development engineering for review prior to final plan submittal to Clark Public Utility.
11. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting, traffic control markings, and gate and controller for the improved subdivision.
12. Prior to any land-disturbing activities of an acre or more, the applicant have approved final engineering plans and shall submit a copy of the *NPDES General Construction Stormwater Permit (GCSWP)*, which is issued by the Washington State Dept. of Ecology, and the *Stormwater Pollution Prevention Plan (SWPPP)*, which is required as a component of the NPDES GCSWP permit.

13. Prior to commencing any land-disturbing activities of an acre or more, the applicant shall submit an Erosion Control Bond (ESC) in the amount of 200% of the cost for erosion control measures, per CMC 17.21.030.B and CMC 14.06.200.
14. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
15. Prior to final acceptance, the applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
16. Prior to final acceptance, final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
17. Prior to final acceptance the 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A Upon final acceptance of the development improvements a two-year (2) warranty bond commences.
18. Per CMC 17.21.070.E A letter of final acceptance will be issued once all items listed in 17.21.070.B-C.
19. Final plat and final as-built construction drawing submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050, and the Camas Design Standards Manual.
20. A homeowner's association (HOA) will be required and a copy of the CC&Rs for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&Rs for ownership and maintenance of the private storm drainage systems, open spaces, retaining walls, fencing, walls, landscaping, irrigation, private roads, and tracts or easements outside of the City's right-of-way if applicable. Further, all necessary easements and dedications should be noted on the final plat.
21. Accessory dwelling units shall not be precluded from in the CC&R's.
22. The applicant shall take appropriate measures to ensure landscaping success for a minimum of three years after issuance of Certificate of Occupancy. If plantings fail to survive, the property owner shall promptly replace them.
23. Automatic fire sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
24. Provisions for parking enforcement on private Tracts/access driveways, acceptable to the Fire Marshal, shall be included in the CC&Rs at the time of final platting.
25. Per CMC 17.21.060.H Permits for one sales office and/or one model home per plat or phase may be issued after the final plat is recorded, and prior to final acceptance. Building permit applications, for any other residential buildings, will not accepted until after final acceptance.

Special Conditions of Approval:

Planning:

26. The recommendations provided by the Department of Ecology shall be complied with.
27. The applicant shall comply with the Arborist Report by Olson Environmental, LLC dated October 28, 2021.

28. The applicant shall comply with the Geotechnical Report prepared by Columbia West Engineering, Inc., dated September 15, 2021.
29. If potential artifacts are discovered during construction, work must immediately cease, and both the State Department of Archaeological and Historic Preservation and the City shall be notified.

Prior to Final Engineering Plan Approval:

Planning:

30. Tract A shall include a minimum of two-inch caliper trees every thirty feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area and maintained in perpetuity by the homeowner's association. The tract must also include a four-foot-high wall along a collector and a six-foot-high wall along an arterial.
31. Retaining walls shall comply with CMC 18.17.060.D.
32. A final landscape, tree, and vegetation plan consistent with the landscaping standards in CMC Chapter 18.13 should be submitted to the City for review and approval prior to engineering plan approval. Plants utilized will need to be per the approved City's Tree list and per the Camas Design Manual planting specifications and landscape notes. For plants not on the approved City list, a characteristic card should be submitted to the City for review and approval. Irrigation and landscaping should be installed or bonded for prior to final acceptance per CMC 17.19.030.F.3.

Engineering:

Water

33. The water utility and stormwater utility plans shall be revised as follows:
 - a. The 12-inch public water main is to cross under the private storm sewer line and is to be located along the easternmost side of Lot 19, 5-feet from the eastern property line. There is to be a 10-foot separation between the two utilities.
 - b. The combined public water line easement and private storm sewer easement, along the eastern property line of Lot 19 is to be shown as a total 20-foot-wide easement width that includes: the 5-foot offset from the east property line for the public water line, the 10-foot separation between the two utilities, and the remaining 5-feet of easement on the west side of the private storm sewer line, in accordance with CDSM General Engineering Detail G8 Utility Easements.
34. The water utility plans are to be revised to provide for a water service stubbed to the right-of-way at Tract D Private Road with the meter box located at the right-of-way. The water service from the meter box to the future single-family residence on Lot 30 is to be extended from the meter box at right-of-way, thru the private road Tract D to the future single-family residence.
35. The water utility plans are to be revised to provide for the water services to future Lots 22 and 34 be stubbed to the right-of-way at Tract E with the meter boxes located within the right-of-way. The water services from the meter boxes to the future single-family residences on Lots 22 and 34 are to be extended from the meter boxes at right-of-way, thru private road Tract E to the future single-family residences.
36. The applicant is to revise the water utility plans to include installation of sampling station.
37. The water utility plans, and the landscape plans are to be revised and submitted for approval showing the locations of the irrigation services and meter sizes.

Storm Drainage:

38. A final stormwater drainage (TIR) report to be submitted to the city for review that full addresses minimum requirements (MR) #2, per Ecology's latest 2019 SWMMWW.
39. The final stormwater (TIR) report is to be submitted with the current *June 2022 City of Camas Stormwater Sewer System O&M Manual*.
40. The applicant should be required to submit revised stormwater plans addressing potential impacts to the adjacent property owners on the south side of NW 16th Avenue, east of the Shelborn subdivision in accordance with CMC 14.02 and CMC 17.19.040.C.
41. Final stormwater plans are to be submitted to engineering for review and approval.

Erosion Control:

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

Sanitary Sewer Disposal:

43. The applicant is to revise the sanitary utility plans to provide either a 1 or 2-inch STEP sewer laterals to serve each lot, per CDSM STEP Sewer Detail SP2.
44. Final sanitary sewer plans are to be submitted to engineering for review and approval.
45. Any existing wells, or septic systems are to be decommissioned and documentation shall be provided to the city that said wells and/or septic systems have been properly decommissioned in accordance with State and County guidelines. Additionally, any water rights associated with a decommissioned well shall be transferred to the City.

Roads:

[Public Roads]

46. The applicant shall be required to dedicate sufficient right-of-way to provide the minimum 74-foot-wide right-of-way width and 46-foot paved street width, along NW 18th Avenue and NW Hood Street, in accordance with CMC 17.19.040.B Table 17.19.040-2 Minimum Public Street Standards C.

NW Hood Street

47. The applicant is to submit revised engineering plans to provide a minimum 35-foot curb radius on both sides of the road at the intersection of NW Hood Street and future NW 17th Avenue.
48. The applicant is to submit revised engineering plans showing the future right-of-way on NW Hood Street extended south to the southernmost property line of future Tract C. The frontage improvements along NW Hood Street will begin/end at the northernmost property line of future Tract C.

[Interior Public Roads]:

49. The applicant shall be required to provide a minimum 25-foot curb radius at the transitions from the public road, future NW 17th Avenue, to the future private roads as follows:
 - a. Tract D: A 25-foot curb radius is required on both sides of the private road to Lot 30, which is located between Lots 29 and 31.
 - b. Tract E: A 25-foot curb radius is required on both sides of the private road to Lots 22 and 34, which is located between Lots 32 and 33.

[Private Roads]:

50. The applicant shall be required to provide a design for a ‘No Parking and Towing’ sign for review and approval for private road Tract D and Tract E.
- a. Said sign is to include contact information for a towing company.
 - b. The applicant shall be required to install the ‘No Parking and Towing’ signs prior to final acceptance.

[Street lighting]

51. All street light locations are to be shown on the engineering and landscape plans. Streetlights on private streets are required to be metered separately and are to be owned and maintained by the HOA / homeowners.
52. Prior to submittal of electrical plans to Clark Public Utilities, the preliminary electrical plans for streetlights, transformers, J-boxes, etc., which are prepared by others, are to be submitted to the city for review and approval.

[Street trees and Landscaping]:

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

Traffic Impact Analysis:

55. The engineering plans are to be submitted with the site vision clearance / corner site distance triangles shown on the final engineering plans at the access location for the existing NW 18th Avenue & NW Hancock Drive and NW Hood Street & Proposed Project Access (future NW 17th Avenue).
56. The applicant is required to provide an additional trip distribution analysis determining the number of PM peak hour trips distributed through the intersections of SE 192nd Ave. & SE 34th Street and SE 192nd Ave. & WB SR-14 Ramps and to calculate the total proportionate share fee for each intersection:

Proportionate Share Project Name	Fee Rate	Number of Trips	Proportionate Share Cost
SE 192 nd Ave & SE 34 th St	\$150 per PM peak hour trip		\$0.00
SE 192 nd Ave & WB SR-14 ramps	\$2,000 per PM peak hour trip		\$0.00
Total Proportionate Share Cost			\$0.00

Prior to Land-Disturbing Activities:

Engineering:

57. Prior to any land-disturbing activities, an electronic copy of the NPDES GCSWP permit, an electronic copy of the SWPPP, and the Erosion and Sediment Control bond are to be submitted to the city.
58. Prior to any land-disturbing activities, which includes tree cutting and clearing and grading, an approved set of final engineering plans, including erosion prevention and sediment control measures is required.

Prior to Final Plat Approval:

Planning:

59. The outbuildings that will not be located on lot 22 as a result of this subdivision shall be removed prior to final plat approval.
60. Lot 22 shall be updated to reflect the setbacks for lots larger than 15,000 square feet.
61. The setbacks for lots 10 and 11 shall be updated to reflect corner lot setbacks.
62. The front and side yard setbacks for lot 19 shall be updated to reflect the correct setbacks.
63. Lot 30 is not considered an irregular shaped lot and the setbacks shall be updated to reflect the correct setbacks.
64. The maximum lot coverage allowed in the R-7.5 zoning is 40% and a shall be noted on the plat.

Engineering:

65. The preliminary plat should be revised as follows:
 - a. A combined public water easement and private storm sewer easement is to be shown along the eastern property line of Lot 19.
 - b. The combined easement width is to be shown as a total 20-foot-wide easement that includes: the 15-foot-wide public water easement along the east property line, the 10-foot separation between the two utilities, the 10-foot-wide private storm sewer easement overlapping the public water easement, with the remaining 5-feet of private easement on the west side of the private storm sewer line.
 - c. A note is to be added the final plat stating: "The 15-foot-wide public water easement across Lot 19 is to be owned and maintained by the city. Except for the driveway access to the SFR on Lot 19, placement of permanent structures, trees, and shrubs within the 15-foot public water easement is prohibited."
66. A note is to be added to the final plat stating: "The onsite private stormwater collection and conveyance system located within the private road Tracts 'D' and 'E' are to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes".
67. A note is to be added to the final plat stating that private stormwater systems and easements, located on Lots 1 thru 34, are to be owned and maintained by the HOA or the applicable Lot owners upon which the private stormwater systems are located.
68. A note is to be added to the plat which states that Per CMC 14.02.C, the City shall have the right-of-entry and authority to inspect of the stormwater facility located in Tract 'B'.

69. The applicant is to provide to the city a utility access and maintenance easement over and under the 2-inch sanitary sewer pressure main located in Tract D 'Private Road' and Tract E 'Private Road'.
70. The applicant shall be required to dedicate sufficient right-of-way to provide the minimum 74-foot-wide right-of-way width and 46-foot paved street width, along NW 18th Avenue and NW Hood Street, in accordance with CMC 17.19.040.B Table 17.19.040-2 Minimum Public Street Standards C.
71. The applicant is to submit a revised final plat with the future right-of-way on NW Hood Street extended south to the southernmost property line of future Tract C. The frontage improvements along NW Hood Street will begin/end at the northernmost property line of future Tract C.
72. The final plat is to include the site vision clearance / corner site distance triangles at the access locations for the existing NW 18th Avenue & NW Hancock Drive and NW Hood Street & Proposed Project Access (future NW 17th Avenue).

Prior to Final Acceptance:

Engineering:

73. The applicant is required to provide a design for a 'No Parking and Towing' sign for review and approval.
 - a. Said sign is to include contact information for a towing company, as the city does not provide towing on private roads, nor does the city enforce no parking on private roads.
 - b. The applicant shall be required to install the 'No Parking and Towing' signs prior to final acceptance.
74. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at completion of all site improvements, which includes stabilization of all disturbed soil, prior to issuance of Final Acceptance from CDEV Engineering.
75. The site vision clearance / corner sight distance triangles at the access locations for the existing NW 18th Avenue & NW Hancock Drive and NW Hood Street & Proposed Project Access (future NW 17th Avenue) are to be field verified and shown on the approved as-builts plans.
76. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual (CDSM).
 - a. As-builts are to be submitted as PDFs and in either AutoCad or Carlson formats.
 - b. The cover sheet for the as-builts is to include the originally approved and signed cover sheet.
77. The 2-year warranty maintenance bond is to be submitted in accordance with CMC 17.21.070.A upon final acceptance of the development improvements a two-year (2) warranty bond commences.
78. Prior to final acceptance, the applicant is required to pay the proportionate share amount of \$_____ to the City of Vancouver. The applicant is to provide Camas staff with documentation of payment of said proportionate share amount.

Prior to Final Occupancy:

Planning:

79. Street trees adjacent to lots should be installed prior to final occupancy per CMC 17.19.030.F.4.

Proposed Plat Notes

1. A homeowner's association (HOA) will be required for this development. Copies of the C.C. & Rs shall be submitted and on file with the City of Camas.
2. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
3. Maximum building lot coverage for this subdivision is 40%.
4. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
5. Tree topping is not permitted within this development, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Required street trees shall be promptly replaced with an approved species.
6. In the event any item of archaeological interest is uncovered during a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease, and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
7. The 15-foot-wide public water easement across Lot 19 is to be owned and maintained by the city. Except for the driveway access to the SFR on Lot 19, placement of permanent structures, trees, and shrubs within the 15-foot public water easement is prohibited.
8. Tract 'D' Private Road: The onsite private stormwater collection and conveyance system located within the private road Tract D is to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.
9. Tract 'E' Private Road: The onsite private stormwater collection and conveyance system located within the private road Tract D is to be owned and maintained by the HOA / homeowners, with right-of-entry granted to the city for inspection purposes.
10. Lots 1 thru 34 - Onsite Private Storm Systems: The onsite private stormwater collection and conveyance systems located at the rear of Lots 1 thru 34; are to be owned and maintained by the HOA or applicable homeowners upon which the private stormwater systems are located.
11. Tract 'B' Storm Facility: Prior to end of the two-year warranty period, and upon inspection by the city, the applicant shall ensure that a fully functional facility is turned over to the new owners (e.g., homeowners' associations/homeowners). At completion of the 2-year warranty period, the stormwater facility located on Tract 'B' will be owned and maintained by the Homeowner's Association/homeowners, with right-of-entry granted to the city for inspection purposes.
12. Tract 'D' Private Road and Tract 'E' Private Road shall consist of a utility access and maintenance easement to the city, over and under, the 2-inch sanitary sewer pressure mains located in the private streets.
13. Tract 'C' is a Tract of land to be retained by the applicant or deeded to an adjacent property owner(s).