



2. Land Use Narrative

Lacamas Village Type III Preliminary Subdivision Plat

Date:	July 2025
Submitted to:	City of Camas Community Development Department 616 NE 4th Avenue Camas, WA 98607
Applicant:	Wollam & Associates 7701 NE Greenwood Drive, Suite 100 Vancouver, WA 98662 Terry Wollam (360) 798-5820 terry@wollamassociates.com
AKS Job Number:	11021



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Property Owners:	Terrell & Associates LLC 17933 NW Evergreen Place, Suite 300 Beaverton, OR 97006
Applicant's Consultant:	AKS Engineering & Forestry, LLC 9600 NE 126 th Avenue, Suite 2520 Vancouver, WA 98682 Contact(s): Michael Andreotti, RLA Email: andreottim@aks-eng.com Phone: (360) 882-0419
Site Location:	NE quadrant of the intersection of NE Ingle Road and NE Goodwin Road
Clark County Parcels:	Lots 1, 2, and 7 of the Urban Village Short Plat
Site Size:	±12.70 acres (±553,329 square feet)
Land Use Districts:	Community Commercial (CC), Residential-6,000 (R-6), Multifamily Residential-10 (MF-10)

I. Executive Summary

Through this application, Wollam and Associates (Applicant), requests approval from the City of Camas (City) to subdivide the subject site (described below) into a 160-lot subdivision (Lacamas Village). The subdivision will include 114 lots for the future construction of 114 detached single-family homes and 46 lots for the future construction of 46 attached single-family homes. The site will gain access from N Boxwood Street, N Huerta Drive, N Ingle Road, and N Eaglet Street. An internal street network, consisting of local public roads, private streets, and alleys will be constructed to serve the project site. Each lot will be provided with sanitary sewer and water service, storm sewer service, and connections to other dry utilities. In addition to this narrative, the application package includes the materials necessary for the City to review and approve this submittal, the Pre-Application Conference Report, the Proposed Development Plans (Reduced), a Geotechnical Soil Analysis Report (Includes Geologic Hazard Study), the Preliminary Stormwater Design Report (TIR), a Traffic Study Technical Memorandum (Traffic Study), a Title Report, and Mailing Labels.

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

- Subdivision with 160 lots
- 46 single-family attached lots
- 114 single-family detached lots
- Construction of an internal public street network to serve the project
- Construction of all necessary utilities to serve the development

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

II. Site Description/Setting

The subject site consists of three lots and is ±12.70 acres in size. The site is not addressed and is located in the Northwest ¼ of Section 20 and 21, Township 2 North, Range 3 East, Willamette Meridian, Clark County, Washington. The site consists of Lots 1, 2, and 7 of the Urban Village Short Plat under City File Number SP20-02 and FP21-04. According to Clark County Geographic Information Services (GIS), the site is zoned Residential-6,000 (R-6); however, the site is governed under the Green Mountain Development Agreement and Master Plan and will be developed to the A-Pod standards of the Green Mountain Development Agreement for the Urban Village Area. These standards permit lots to be created at a higher density than typical R-6 zoning standards. The site will be subdivided to create 160 single-family residential lots. Parcels north of the site are zoned Multifamily Residential-10 (MF-10); parcels east of the site are zoned R-6; parcels south of the site, across NE Goodwin Road, are zoned Residential-7,500 (R-7.5); and parcels west of the site, across NE Ingle Road, are zoned Agriculture-20 (AG-20) and Community Commercial (CC). The parcels to the north, east, and south are also governed by the Green Mountain Development Agreement and Master Plan and were or will be developed under different development standards than typical the underlying zoning districts.

The site has frontage to N Boxwood Street, NE Ingle Road, NE 87th Avenue, N 89th Avenue, and N Huerta Drive. Site access will be gained through NE 87th Avenue, N 89th Avenue, N Alder Street, and N Huerta Drive.

The site gently slopes from east to west, with the east of the site being higher than the west of the site. Slopes across much of the site are between 0 and 5 percent, with some steeper slopes scattered throughout the site. The site will be cleared and graded under SP20-02 and FP21-04 for the Urban Village Short Plat. There are no wetlands, Oregon white oaks, or other critical areas present on-site. The existing site vegetation consists of shrubs and field grass. According to Clark County GIS, the archaeological predictive for the site is moderate-high to high, and there are mapping indicators for archaeological site buffers. The site is within a Critical Aquifer Recharge Area 2 (CARA 2).

III. Applicable Review Criteria

Camas Municipal Code

Title 5 – Business Taxes, Licenses and Regulations

Chapter 5.45 Telecommunications

5.45.365 Location of facilities.

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

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

Title 12 – Streets, Sidewalks and Public Places

Chapter 12.24 Street Names

Response: Existing street names have already been determined and have been named according to the City of Camas *Street Naming Manual* (October 2010).

Title 14 – Stormwater Provisions

Chapter 14.02 Stormwater Control

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated West of N Huerta Drive will be collected on-site and conveyed to a stormwater treatment pond in Tract A of the Urban Village Short Plat for detention and treatment. Stormwater runoff generated east of N Huerta Drive will be collected on-site and conveyed to a stormwater treatment pond in Tract B of the Urban Village Short Plat for detention and treatment. Treated stormwater will be discharged to an existing storm ditch north of NE Goodwin Road, before being released into LaCamas Creek. All stormwaters will be discharged at rates allowed by the City of Camas. The stormwater system has been designed to the Washington State Department of Ecology (ECY) 2024 Stormwater Management Manual for Western Washington (SWMMWW). Refer to the Preliminary Stormwater Technical Information Report (TIR) and Proposed Development Plans included with this application for more information.

Title 15 – Buildings and Construction

Chapter 15.04 Building Code

15.04.030 Amendments to the referenced codes.

D. International Fire Code.

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

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

Response: There are existing fire hydrants within the site area and fire hydrants that will be installed with the Urban Village Short Plat that will be utilized by the subdivision. New fire hydrants will also be installed with this project. All planned fire hydrants have been designed to meet spacing requirements. All future homes in the subdivision will be built with fire sprinklers as required by the City of Camas. Emergency access for all lots in the subdivision will be from the existing and planned public roads, private streets, and alleys. This project will comply with all other requirements of the International Fire Code (IFC) as adopted and amended by the City of Camas.

Title 16 – Environment

Chapter 16.07 SEPA Categorical Exemption and Threshold Determinations

16.07.040 Environmental checklist.

Response: This project is for a Type III Preliminary Subdivision Plat of Lots 1, 2, and 7 of the Urban Village Short Plat. Lots 1, 2, and 7 of the Urban Village Short Plat are a portion of Pods A1, A2, A3, and H from the Green Mountain Development Agreement Master Plan Area. This project is for the subdivision and creation of 160 single-family residential lots and 19 tracts. A State Environmental Policy Act (SEPA) checklist for the site was previously submitted and a Determination of Nonsignificance (DNS) was issued. As noted in the pre-application report, SEPA determination was issued for both the Green Mountain Planned Residential Development (PRD) (SEPA14-21) and the Urban Village Short Plat (SEPA20-06); therefore, SEPA is not required for this project.

Chapter 16.31 Archaeological Resource Preservation

16.31.070 Predetermination report required.

Response: As noted in the pre-application report, an archaeological permit was issued with the Green Mountain PRD approval, and this project must comply with conditions outlined in that permit. An archaeological note is included in the Proposed Development Plans. Should any historic artifacts be uncovered during the project, the Applicant will follow conditions outlined in the archaeological permit.

Chapter 16.51 General Provisions for Critical Areas

16.51.090 Applicability.

Response: This application is for a Type III Preliminary Subdivision Plat review. A critical areas report and mitigation plan were completed by Ecological Land Services, Inc. (ELS) for the Green Mountain Urban Village Short Plat. No critical areas exist within the project site. Tract E is an existing tract that was platted with the Urban Village Short Plat. Tract E is bordered by the project site on three sides, and Bonneville Power Administration (BPA) power lines on one side. Tract E contains critical areas but will not be impacted or disturbed with this project. No additional actions are necessary, as critical areas have been previously addressed, and no critical areas exist within the subject site.

Chapter 16.59 Geologically Hazardous Areas

Response: A Geotechnical Soil Analysis Report was completed by GeoPacific Engineering, Inc., on January 7, 2014. Site conditions within the development area are discussed in that Geotechnical Engineering Report. Refer to the Geotechnical Report included with this application for more information.

Title 17 – Land Development

Chapter 17.11 Subdivisions

17.11.030 Preliminary subdivision plat approval.

A. Preapplication.

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

Response: A pre-application conference was held on June 20, 2024. The meeting notes for the pre-application conference were issued on June 20, 2024.

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

1. Completed general application form as prescribed by the community development director, with the applicable application fees;
2. A complete and signed SEPA checklist. The SEPA submittal should also include a legal description of the parcel(s) from deed(s);
3. Complete applications for other required land use approvals applicable to the proposal;
4. A vicinity map showing location of the site;
5. A survey of existing significant trees as required under CMC Section 18.13.045;

-
6. All existing conditions shall be delineated. Site and development plans shall provide the following information:
 - a. A plat map meeting the standards identified in CMC Section 17.01.050,
 - b. Owners of adjacent land and the names of any adjacent subdivisions,
 - c. Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),
 - d. Names, locations, widths and dimensions of existing and proposed public street rights-of-way and easements and private access easements, parks and other open spaces, reservations and utilities,
 - e. Location of existing and proposed sidewalks, street lighting and street trees,
 - f. Location, footprint and setbacks of all existing structures on the site,
 - g. Lot area and dimensions for each lot,
 - h. Location of proposed new property lines and numbering of each lot,
 - i. Location of the proposed building envelopes and sewer tanks,
 - j. Location, dimension and purpose of existing and proposed easements. Provide recorded documents that identify the nature and extent of existing easements,
 - k. Location of any proposed dedications,
 - l. Existing and proposed topography at two-foot contour intervals extending to five feet beyond project boundaries,
 - m. Location of any critical areas and critical area buffers to indicate compliance with all applicable provisions of the critical areas legislation,
 - n. Description, location and size of existing and proposed utilities, storm drainage facilities and roads to service the lots,
 - o. Location of all existing fire hydrants within five hundred feet of the proposal; and
 - p. Show location and height of proposed retaining walls. Provide cross sections for retaining walls over four-feet in height.
 7. For properties with slopes of ten percent or greater a preliminary grading plan will be required with the development application that shows:
 - a. Two-foot contours,
 - b. The proposed lots and existing topography,
 - c. The proposed lots with proposed topography, and
 - d. Total quantities of cut and fill;
-

8. Preliminary stormwater plan and preliminary stormwater technical information report (TIR). The preliminary stormwater TIR is to be prepared in accordance with Ecology's latest edition Stormwater Management Manual for Western Washington (SWMMWW);
9. For properties with development proposed on slopes of ten percent or greater a preliminary geotechnical report will be consistent with CMC Chapter 16.59;
10. Clark County assessor's maps which show the location of each property within three hundred feet of the subdivision;
11. Applicant shall furnish one set of mailing labels for all property owners as provided in CMC Section 18.55.110;
12. Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve a proposed development and to mitigate impacts of the proposal on the surrounding transportation system; and
13. A narrative addressing ownership and maintenance of open spaces, stormwater facilities, public trails and critical areas, and the applicable approval criteria and standards of the Camas Municipal Code. It should also address any proposed building conditions or restrictions.
14. An engineering estimate of costs for site improvements, both public and private.

Response: This project is for a Type III Preliminary Subdivision Plat of Lots 1, 2, and 7 of the Urban Village Short Plat. All documents needed for the approval of this application are included in this package, including a vicinity map, an existing conditions map, and site development plans, which are included in the Proposed Development Plans. Additionally, this Narrative, the Pre-Application Conference Report, a Geotechnical Soil Analysis Report (Includes Geologic Hazard Study), the Preliminary Stormwater Design Report (TIR), a Traffic Study Technical Memorandum (Traffic Study), a Title Report, and Mailing Labels are included in this application package.

C. Review Procedures.

Response: This project is for a Type III Preliminary Subdivision Plat of Lots 1, 2, and 7 of the Urban Village Short Plat. Approval of this project will create 160 single-family residential lots, including 46 attached single-family lots and 114 detached single-family lots, associated roads, and site improvements. This project is subject to the Type III review process.

D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:

1. The proposed subdivision is in conformance with the Camas comprehensive plan, parks and open space comprehensive plan, neighborhood traffic management plan, and any other city adopted plans;

Response: This project meets all applicable goals of the Camas Comprehensive Plan by creating a variety of housing types, protecting critical areas, providing circulation for vehicles and pedestrians, and developing vacant and underutilized lots. Existing vegetation within the project area will be removed; however, previous projects have accounted for critical area

protection and existing vegetation protection within the Green Mountain Master Plan. New trees and landscape areas will be installed with this project. Streets within the project have been designed to reduce traffic speeds, while providing vehicle, pedestrian, and bicycle circulation opportunities.

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

Response: Water, stormwater, and sanitary sewer facilities are provided with this project and with the Urban Village Short Plat. Stormwater runoff will be collected on-site and conveyed to stormwater treatment ponds southwest of the site. The stormwater ponds have been reviewed, approved, and constructed under previous project. Stormwater will be detained and treated prior to being discharged at approved rates and locations. Water is looped through the site and will be extended to provide service to each lot. A gravity sewer main will be extended through the site to provide service to each lot. A detailed and site-specific erosion control plan will be provided with final construction plans. Refer to the Proposed Development Plans included with this application 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;

Response: All planned roads meet or exceed the standards of the City of Camas's six-year street plans. Planting strips are provided along public streets for street trees, and street lighting is included in the design. Provisions have been made for utilities, as shown in the plans included with this application. Refer to the Proposed Development Plans included with this application for more information.

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

Response: This project will dedicate right-of-way to five new public streets within the subject site. One private road will be created to allow for private lot access. A 6-foot private utility easement (PUE) will be provided along the frontage of each lot with the final plat. Refer to the Proposed Development Plans included with this application for more information.

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

Response: As shown on the plans submitted with this application, all lots are oriented fronting a public street or private street tract and are shaped appropriately to allow for home construction. Refer to the Proposed Development Plans included with this application for more information.

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

Response: As shown on the plans and documents submitted with this application, this project complies with all requirements of the Camas Municipal Code (CMC) and other relevant regulations. Refer to the Proposed Development Plans included with this application for more information.

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

Response: The Applicant's Transportation Engineering Consultant, Kittelson & Associates, prepared a Traffic Study Technical Memorandum (Traffic Study) for the project. The Traffic Study assumed subdivision with up to 160 single-family lots. The Traffic Study states the proposed development will generate 1,523 average daily trips (ADT) with 120 a.m. peak hour trips and 160 p.m. peak hour trips.

The contents associated with this Traffic Study are based on the recommendations provided in the Green Mountain Master Plan Transportation Impact Analysis, which was prepared by Kittleson & Associates and dated June 2014. The trips created from this project will be deducted from the Green Mountain Master Plan Transportation Impact Analysis and after subtracting the trips created from this project, 7,633 ADT, 450 a.m. peak hour trips, and 710 p.m. peak hour trips remain in the master plan approval. For more information, refer to the Traffic Study included in this application package for additional information.

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

Response: All planned tracts associated with this project will be owned and maintained by the homeowners' association (HOA). Ownership and maintenance responsibility will be identified on the final plat.

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

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

Response: As stated previously, this project meets all applicable goals of the Camas Comprehensive Plan. The site is ±0.6 miles from the Lacamas Heritage Trailhead, ±1 mile from the Camas Meadows Golf Club, and ±2.6 miles from the Lacamas Lake public boat launch. Existing vegetation outside of the project area has been protected through the Green Mountain Master Plan and Urban Village Short Plat, and new trees and landscape areas will be

installed with this project. A new public street network will be constructed with this project to provide vehicle and pedestrian circulation. Refer to the Proposed Development Plans included with this application for more information.

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

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

17.11.040 Phasing.

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

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

Response: This project is anticipated to be constructed in up to three phases. The phases have been numbered in the Proposed Development Plans for reference and are not for intended construction sequencing. Each phase is designed to be constructed as a stand-alone phase with all necessary services and connections.

Chapter 17.19 Design and Improvement Standards

17.19.020 Improvements, supervision, inspections and permits required.

- A. Required Improvements.
 1. Every developer shall be required to grade and pave streets and alleys, install curbs and gutters, sidewalks, monuments, sanitary and storm sewers, water mains, fire hydrants, street lights and street name signs, underground transmission lines, provide and install centralized mail delivery boxes as determined by the U.S. Postal Service, together with all appurtenances in accordance with specifications and standards in the Camas Design Standards Manual, the six-year street plan, and other state and local adopted standards and plans as may be applicable.

2. Other improvements installed at the option of the developer shall conform to city requirements.
3. Existing wells, septic tanks and septic drain fields shall be abandoned, in accordance with state and county guidelines regardless of lots or properties served by such utility unless otherwise approved by public works director.

Response: Lots 1, 2, and 7 of the Urban Village Short Plat are vacant and will be platted prior to construction for this project. Public water mains, sanitary sewer mains, and stormwater mains exist, or will be constructed, within public roads in the project area. Additional paved streets with curbs, gutters, and sidewalks will be constructed with this project and required utilities will be provided to each lot, including sanitary sewer, water, and other private utilities. Refer to the Proposed Development Plans included with this application for more information.

17.19.030 Tract, block and lot standards.

A. Environmental Considerations.

Response: There are no existing wetlands or critical areas in the project area. Existing vegetation outside of the project area has been protected through the Green Mountain Master Plan and Urban Village Short Plat. Street trees and open-space trees will be installed to help provide a natural environment. Refer to the Proposed Development Plans included with this application for more information.

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

Response: Two-tiered blocks are planned where feasible. The portions of the project abutting the site boundary, collector street, or BPA easement are single-tier blocks due to restrictions of the abutting element. Refer to the Proposed Development Plans included with this application for more information.

C. Compatibility with Existing Land Use and Plans.

Response: Residential homes surround the site to the north, BPA power lines exist east of the site, vacant land for future commercial development and natural area tracts will exist south of the site, and vacant land exists west of the site, across NE Ingle Road. The planned single-family residential uses are compatible with the surrounding uses. All proposed roads and private streets meet or exceed the requirements of the CMC and other City standards.

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

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

Response: All lots except lots 1 through 17 and 31 through 36 front and have access onto a public street. Lots 1-17 and 31-36 have frontage onto a private street that provides access to the public street network.

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

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

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

Response: Building envelopes, in the form of setbacks, are shown on the Proposed Development Plans. All lots are designed with setbacks that allow for homes that range from 20 to 24 feet wide. All lots have also been designed to allow for homes that are an average of 40 feet deep. Refer to the Proposed Development Plans included with this application for more information.

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

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

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

Response: Lots 12 through 17 are designed with their rear backing to NE Ingle Road and their front on N Fawn Loop. An open-space tract providing at least a 10-foot-wide landscape buffer is planned between the rear lot lines and NE Ingle Road's right-of-way. A ±6-foot-tall wood fence will be constructed along the rear lot lines of lots 12 through 17.

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

Response: All planned corner lots have sufficient width and depth to allow for adequate vision clearance at the corners. Refer to the Proposed Development Plans included with this application for more information.

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

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

E. Tracts and Trails.

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

Response: A trail is planned through Tract T and public access will be provided over the trail. Refer to the Proposed Development Plans included with this application for more information.

F. Landscaping.

Response: One street tree will be provided for each single-family lot, except where trees cannot be planted due to driveways, streetlights, and utilities. All street trees will be installed within the designated time frame and landscaping will conform to the Camas Design Standards Manual. Refer to the Proposed Development Plans included with this application for more information.

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

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

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

Response: Street lighting is planned with this project. All lighting will be installed in conformance with City of Camas and Clark Public Utilities (CPU) standards. Refer to the Proposed Development Plans included with this application for more information.

17.19.040 Infrastructure standards.

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

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

Response: One private street tract is planned with this project. The planned private street will gain access from N Eaglet Street. Six alley tracts are also planned with this project. The alley tracts will gain access from N Eaglet Street, N 88th Place, N Alder Street, N 87th Place, and N 86th Place. The planned private street is looped and has been designed to not affect

circulation. Refer to the Proposed Development Plans included with this application for more information.

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

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

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

Response: Tract H is a planned private street that has been designed to provide access and frontage to 23 lots. Tract J is an alley tract that will provide rear loading access to 13 lots. Tract P is an alley tract that contains two alleys that will provide rear loading access to a total of 25 lots. Tract S is an alley tract that will provide rear loading access to three lots. Tract V is an alley tract that will provide rear loading access to 21 lots. Tract Z is an alley & parking tract that will provide access to four lots. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All private streets connect to no more than one public street, except alleys, which provide rear loading access to lots and connect to more than one public street.

5. Conform to the Camas Design Standard Manual;

Response: There are seven private streets or alleys planned with this project. Tract H is the only private street within the project boundary. Tract H is greater than 300 feet long and serves more than five lots; therefore, Tract H is subject to the City of Camas Private Street D standards, with a minimum tract width of 48 feet, and a minimum pavement width of 28 feet. All other private roads within the project are alley tracts that are being constructed to the City of Camas Private Street E standards, with a minimum tract width of 20 feet and a minimum pavement width of 18 feet. Refer to the Proposed Development Plans included with this application for more information.

6. Alleys shall be privately owned and maintained;

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

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

Response: Garbage and recycling for lots accessing from private street tracts will be picked up within the private street and alley tracts.

All private street tracts have been designed to meet or exceed the standards of the CMC and Camas Design Standards Manual. By designing the roads to meet or exceed CMC and Camas Design standards, the private streets meet access requirements for garbage, recycling, and emergency services. Refer to the Proposed Development Plans included with this application for more information.

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

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

B. Streets.

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

Response: Existing streets surrounding the project area have been built with full-width and half-width improvements. All public roads within the project area will be constructed as local streets and will be built with full right-of-way dedication and road improvements. This includes a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and a 7-foot-wide planter strip and 5-foot-wide detached sidewalk on both sides of the road. Refer to the Proposed Development Plans included with this application for more information.

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

Response: Existing streets surrounding the project area have been built with full-width and half-width improvements. NE 87th Avenue, N Huerta Drive, and N Boxwood Street are existing roads that have been constructed with a 60-foot-wide right-of-way, a 36-foot-wide paved surface, and a 5-foot-wide planter strip and 6-foot-wide detached sidewalk on both sides of the road. NE Ingle Road is an existing half-width road that will be improved with a 52-foot-wide right-of-way, a 23-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide detached sidewalk on one side of the road with completion of the Urban Village Short Plat. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No delay in frontage improvements is requested; therefore, this standard does not apply.

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

Response: No delay in frontage improvements is requested; therefore, this standard does not apply.

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

Response: No street stubs are planned with this project. N Eaglet Street will be extended from the north through the west half of the project and connect to NE 87th Avenue. Internal local roads and private streets and alleys have been designed to loop through the project to connect to existing and planned roads.

There are two cul-de-sacs that are planned with this project. These cul-de-sacs are designed due to site limitations. N Boxwood Street, an existing Collector Street, binds the site to the north, and BPA power lines and a BPA easement bind the site to the east. South of the site are lots zoned and planned for commercial and stormwater tracts, and west of the site is NE Ingle Road, a half-width existing collector. Given the project site's shape, cul-de-sacs cannot be avoided. Adequate circulation is still provided within and through the development. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All streets in the project have been designed to meet or exceed the standards of the CMC and Camas Design Standards Manual. Existing streets surrounding the project area have been built with full-width and half-width improvements. NE 87th Avenue, N 89th Avenue, N Huerta Drive, and N Boxwood Street will be constructed with a 60-foot-wide right-of-way, a 36-foot-wide paved surface, and a 5-foot-wide planter strip and 6-foot-wide detached sidewalk on both sides of the road. NE Ingle Road is an existing half-width road that will be improved with a 52-foot-wide right-of-way, a 23-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide detached sidewalk on one side of the road with completion of the Urban Village Short Plat. Public roads within the project area will be constructed as local streets and will be built with full right-of-way dedication and road improvements, including a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and a 7-foot-wide planter strip and 5-foot-wide detached sidewalk on both sides of the road. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All planned intersections have been designed at right angles. Offset intersections are not proposed and no intersections with arterial roads are planned with this project. Refer to the Proposed Development Plans included with this application for more information.

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

- a. Circulation Plan. Applicants shall submit a circulation plan at application which includes the subject site and properties within six hundred feet of the proposed development site. The plan shall incorporate the following features both on-site and off-site:
- i. The circulation plan shall be to an engineering scale at one inch = one hundred feet or the scale may be increased or decreased at a scale approved by the director;
 - ii. Existing and proposed topography for slopes of ten percent or greater, with contour intervals not more than ten feet;
 - iii. Environmental sensitive lands (geologic hazards, wetlands, floodplain, shoreline, etc.);
 - iv. Existing and proposed streets, bicycle/pedestrian pathways, trails, transit routes; and
 - v. Site access points for vehicles, pedestrians, bicycles, and transit.

Response: A circulation plan meeting these standards is provided in the Proposed Development Plans included with this application. The planned street network provides internal circulation with connections to existing infrastructure. Trails are provided outside of the planned street network for additional pedestrian circulation opportunities. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No blocks greater than 600 feet in length are planned with this project; therefore, this standard does not apply. Refer to the Proposed Development Plans included with the application for more information.

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

Response: One cul-de-sac in the planned project is over 300 feet in length. This is necessary due to existing public street and intersection locations and site restrictions that make extending the cul-de-sac not feasible. An open-space tract and trail are planned at the end of the cul-de-sac to provide pedestrian circulation. Refer to the Proposed Development Plans included with this application for more information.

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

Response: One cul-de-sac in the planned project is over 300 feet in length. An open-space tract and trail are planned at the end of the cul-de-sac to provide pedestrian circulation. The sidewalk has been designed to meet the Design Standards Manual requirements for Americans with Disabilities Act (ADA) accessibility. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No rights-of-way are proposed within critical areas with this project; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

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

Response: The average residential lot size in this project is less than 7,400 square feet; therefore, additional off-street parking is required. There are 160 residential lots planned with this project, requiring 33 additional off-street parking spaces. Forty off-street parking spaces are planned in four tracts distributed throughout the site. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All streets in the project have been designed to meet or exceed the standards of the CMC and Camas Design Standards Manual. Existing streets surrounding the project area have been built with full-width and half-width improvements. NE 87th Avenue, N 89th Avenue, N Huerta Drive, and N Boxwood Street will be constructed with a 60-foot-wide right-of-way, a 36-foot-wide paved surface, and a 5-foot-wide planter strip and 6-foot-wide detached sidewalk on both sides of the road. NE Ingle Road is an existing half-width road that will be improved with a 52-foot-wide right-of-way, a 23-foot-wide paved surface, and a 6-foot-wide planter strip and 6-foot-wide detached sidewalk on one side of the road with completion of the Urban Village Short Plat. Public roads within the project area will be constructed as local streets and will be built with full right-of-way dedication and road improvements, including a 52-foot-wide right-of-way, a 28-foot-wide paved surface, and a 7-foot-wide planter strip and 5-foot-wide detached sidewalk on both sides of the road. Refer to the Proposed Development Plans included with this application for more information.

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

Response: All planned sidewalks included in this project have been designed to meet or exceed the standards in the Camas Design Standard Manual and CMC. Refer to the Proposed Development Plans included with this application for more information.

C. Utilities.

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

Response: All lots will be served with public sanitary sewer service provided by the City of Camas. Existing gravity mains will be extended throughout the site and service lateral connections will be extended to each lot. Sanitary sewer will flow to an existing gravity main in NE Ingle Road and will be conveyed to the Goodwin Road Pump Station. Refer to the Proposed Development Plans included with this application for more information.

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

Response: The subject site has two drainage basins for stormwater. Stormwater runoff generated east of N Huerta Drive will be collected on-site and conveyed to a stormwater treatment pond in Tract B of the Urban Village Short Plat for detention and treatment. Treated stormwater will be discharged to an existing storm ditch north of NE Goodwin Road, before being released into Lacamas Creek. The stormwater system has been designed to the ECY 2024 SWMMWW. Refer to the Preliminary Stormwater TIR and Proposed Development Plans included with this application for more information.

4. **Water System.**

Response: All lots will be served with public water service provided by the City of Camas. Water will be extended and looped through the site from existing water mains in N Eaglet Street, N Dogwood Street, N Boxwood Street, and N Huerta Drive. Refer to the Proposed Development Plans included with this application for more information.

Chapter 17.21 Procedures for Public Improvements

17.21.030 Land disturbing activities—Erosion prevention/ sediment control.

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

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

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

Title 18 – Zoning

Chapter 18.09 Density and Dimensions

Response: According to Clark County GIS, the subject site contains three different zoning designations. However, the site is governed under the Green Mountain Development Agreement and Master Plan and will be developed to the A-Pod standards of the Green Mountain Development Agreement Urban Village Area. The A-Pod standards differ from the standard densities associated with the zones listed on Clark County GIS and allow higher-density lots to be created.

The subject site contains lots 1, 2, and 7 of the Urban Village Short Plat, which are vested to the following densities: 12 to 24 units/acre. The subject site will be subdivided to create 160 single-family residential lots over a net area ±11.69 acres, for a density of 13.68 units per acre. No structures are proposed as part of this application; however, any future structure will be constructed to the standards depicted in the table below.

Density and Dimensions – Camas MF zone and Green Mountain C, B, and A Pods		
	B PODs	A PODs
Density		
Max. du/gac	18	24
Min. du/gac	6	12
Standard Lots		
Min. lot SF	1,000 ¹	1,000 ¹
Min. lot width	20	20
Min lot depth	50	50
Max. Floor Area per du	No Max	No Max
Setbacks		
Min. front/at garage	6/3 @OS/18	None
Min. side	3	
Min. side Flanking Street	10	None ⁴
Min. rear (garage @ alley)	10 ^{2,3}	None ³
Lot Coverage, Max.	None	None
Building Height, Max.	45	60

Note: Example notes text.

1. Single Family Detached homes to be permitted. For SFD in A POD apply setbacks in B POD.
2. 10 feet for front access garage.
3. Minimum rear yard for alley accessed garage is either 3' or 18'.
4. Franchise utilities to be located in front or side yard easements abutting right of way.

18.09.060 Density transfers.

- C. Where a land division proposes to set aside a tract for the protection of a critical area, natural open space network, or network connector (identified in the city of Camas parks plan), or approved as a recreational area, lots proposed within the development may utilize the density transfer standards under CMC Section 18.09.040.B Table-1.

Response: As previously noted, the site is governed under the Green Mountain Development Agreement and Master Plan and will be developed to those standards. Density transfer is not proposed.

Chapter 18.11 Parking

18.11.020 Design.

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

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

Response: There are four parking areas planned in open space tracts with this project. Access to the planned parking areas will be provided through private alley tracts and public streets. Refer to the Proposed Development Plans included with this application for more information.

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

Response: There are no commercial or industrial buildings, or residential buildings containing five or more dwelling units planned with this project; therefore, this standard does not apply. Refer to the Proposed Development Plans included with this application for more information.

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

- 1. Off-street parking space dimensions shall be as follows or as otherwise approved by the director:

- a. Standard spaces shall be a minimum of nine feet in width;
- b. Standard spaces shall be a minimum of eighteen feet in length.

- 2. Aisle width dimensions shall be as follows or as otherwise approved by the director:

- a. One-way aisle width shall be fifteen feet;
- b. Two-way aisle width shall be twenty-four feet.

Response: All parking stalls are designed as standard 9-foot-wide by 18-foot-deep parking stalls. Refer to the Proposed Development Plans included with this application for more information.

18.11.030 Location.

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

- A. For single-family or two-family dwelling and motels: on the same lot with the structure they are required to serve.
- B. For multiple dwelling, rooming or lodging house: two hundred feet.

D. For uses other than those specified above: four hundred feet.

Response: All required parking spaces for the residential lots are located on the same lot as the residence. Refer to the Proposed Development Plans included with this application for more information.

18.11.100 Residential parking.

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

Response: Off-street parking will be provided for each detached and attached single-family lot and will consist of a garage and driveway. Additional off-street parking will be provided in four common parking areas. Refer to the Proposed Development Plans included with this application for more information.

18.11.130 Standards.

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

Response: Two off-street parking spaces are required for each single-family dwelling unit. Each single-family lot will provide a minimum of two off-street parking spaces, with a driveway and garage space. Additionally, 40 off-street parking spaces are provided in common parking areas to meet the requirements of CMC 17.19.040.B.10.e. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.13 Landscaping

18.13.020 Scope.

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

1. Commercial, industrial, governmental uses, and land divisions;
3. Parking lots with greater than four spaces;

Response: This application is for 114 detached single-family residential lots and 46 attached single-family residential lots; therefore, this project is subject to CMC 18.13.020.

18.13.040 Procedure for landscape, tree and vegetation plans.

- A. Applicants shall submit a detailed Landscape, Tree and Vegetation Plan with building and site improvement plans. Included in the plans (at a minimum) shall be type, size, and location of plants and materials.
- B. A tree survey must be included for any applicable development proposing to remove trees.

Response: A Tree Preservation Plan that accounted for trees on-site was completed with the Green Mountain Development Agreement. All landscaping within the planned project is designed to comply with the Tree Preservation Plan. Refer to the landscaping sheets within the Proposed Development Plans that are included in this application for more information.

18.13.060 **Parking areas.**

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

Response: There are four parking areas planned throughout the site. Parking stall areas will have perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No parking lots with interior landscape areas are proposed with this project. Refer to the Proposed Development Plans included with this application for more information.

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

Response: Forty additional off-street parking spaces are planned with this project, requiring seven additional trees. A minimum of seven additional trees will be provided. Refer to the Proposed Development Plans included with this application for more information.

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

Response: The proposed parking areas do not include interior landscaping. No planter strips or tree wells are proposed. Refer to the Proposed Development Plans included with this application for more information.

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

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

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

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

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

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

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

Response: No more than 15 parking stalls are in a single row with this project. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.15 Signs

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

Chapter 18.17 Supplemental Development Standards

18.17.030 Corner lot vision clearance area.

Response: All corner lots will maintain a vision clearance area. No vehicle, fence, wall, landscaping, or other obstruction or planting will impede vision between a height of 42 inches and 10 feet above the sidewalk or 12 feet above the street. Refer to the Proposed Development Plans included with this application for more information.

18.17.050 Fences and walls.

Response: All future fences for the residential lots will not exceed 6 feet in height; therefore, permits will not be required for fences. Refer to the Proposed Development Plans included with this application for more information.

18.17.060 Retaining walls.

Response: Given the site topography, it is unknown if any retaining walls are needed with this project. Any needed retaining walls will be determined at final engineering. It is not anticipated that any walls will be over 6 feet in height. All appropriate permits will be obtained for any proposed walls. Refer to the Proposed Development Plans included with this application for more information.

Chapter 18.19 Design Review

18.19.050 Design principles.

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

A. Standard Principles.

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

Response: No structures are planned with this application; however, these elements will be reviewed during the building permit process.

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

Response: This application is for a Type III Preliminary Subdivision Plat review to create a 160-lot single-family subdivision. No structures are planned with this application; however, the future attached single-family residences will be located along the collector street frontages to define the street scape. Refer to the Proposed Development Plans included with this application for more information.

3. Multifamily.

b. Townhomes and Rowhouses.

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

Response: All parking for the planned townhomes will be in driveways and garages; therefore, no screening is required. There are four parking areas planned in open-space tracts and alley tracts throughout the site. Parking stall areas will have perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No structures are planned with this application; however, the future attached single-family residences will be located along the collector street frontages to define the street scape. Refer to the Proposed Development Plans included with this application for more information.

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

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

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

Response: No structures are proposed as part of this application; however, these elements will be reviewed during the building permit process.

Chapter 18.55 Administration and Procedures

18.55.060 Preapplication conference meeting—Type II, Type III.

Response: This application requires a pre-application conference meeting, which was held on June 20, 2024.

18.55.110 Application—Required information.

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

- A. A copy of a completed city application form(s) and required fee(s);
B. A complete list of the permit approvals sought by the applicant;

3. Multifamily.

b. Townhomes and Rowhouses.

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

Response: All parking for the planned townhomes will be in driveways and garages; therefore, no screening is required. There are four parking areas planned in open-space tracts and alley tracts throughout the site. Parking stall areas will have perimeter landscaping. Refer to the Proposed Development Plans included with this application for more information.

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

Response: No structures are planned with this application; however, the future attached single-family residences will be located along the collector street frontages to define the street scape. Refer to the Proposed Development Plans included with this application for more information.

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

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

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

Response: No structures are proposed as part of this application; however, these elements will be reviewed during the building permit process.

Chapter 18.55 Administration and Procedures

18.55.060 Preapplication conference meeting—Type II, Type III.

Response: This application requires a pre-application conference meeting, which was held on June 20, 2024.

18.55.110 Application—Required information.

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

- A. A copy of a completed city application form(s) and required fee(s);
B. A complete list of the permit approvals sought by the applicant;

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

Response: This application is for a Type III Preliminary Plat Review and this application package contains all the applicable required information listed in this section.

IV. Urban Village Planning Principles

Land Use

This project will create both attached and detached lots, which will provide a variety of housing types. These housing types allow for a higher density housing type, which complements the lower densities that have been constructed within the Green Mountain PRD and create a financially feasible and economically sustainable community over time. The planned project will provide views of Green Mountain and existing natural areas will continue to be maintained and utilized as previously approved. This project also leaves lots available for future commercial development.

Commercial

No commercial or mixed use lots are planned with this project, however remaining lots from the Urban Village Short Plat can be developed as commercial and mixed use lots. These future commercial lots will provide a third place for homeowners after this project is completed. No commercial elements have been designed at this point, but this project generally follows the commercial planning principles. Future commercial lots will provide a sense of street enclosure and a pedestrian friendly environment with parking anticipated to be at the rear of the buildings.

Housing

This project provides housing at the density that was approved with Green Mountain PRD Master Plan. The Master Plan is approved for up to 1,300 dwelling units. To date, 847 units have been approved. This project will bring the total dwelling units up to 1,007 units, leaving 293 units available for the future mixed-used site plan development. The houses that will be built on these lots will meet the needs of a range of household incomes and provide an individual design character and architectural styles.

Design Guidelines

A. Create opportunities for mixed-use development.

Commercial designated lands in the Urban Village will not be impacted with this project. This project will provide additional housing types to complement the existing lower density residential already developed.

B. Balance transportation needs on large sites.

The existing street network will be extended and expanded with this project. New local streets will also be built with this project. The planned street network will develop roads that will provide greater pedestrian connection, greater circulation for fire and life safety, and greater housing diversity. The proposed street network will also allow for connections to public transportation should it extend to this area.

C. Create a new efficient street pattern.

This project will extend the existing street network from surrounding areas and develop new roads that will provide greater pedestrian connection, greater circulation for fire and life safety, and greater housing diversity.

D. Enhance the economic viability of mixed-use projects.

This project will create attached and detached single family lots, which will provide variety of housing types and density necessary to support potential future businesses that will utilize future commercial lots.

E. Create an attractive streetscape.

Streetscape design will provide a pedestrian friendly environment and help create a sense of space. Details of the streetscape design have not been determined at this stage but will be designed and reviewed throughout the development process.

F. Provide Urban Village area elements.

The proposed development will provide pedestrian friendly streets that will encourage a sense of community.

G. Create a new efficient street pattern.

Higher density residential lots with townhomes and detached single family homes will be created with this project. This variety of lot types complement both the Urban Village as well as the existing lower density residential already developed with the Green Mountain PRD. This creates an efficient use of the street pattern, by utilizing existing streets and new streets to their full potential.

V. Conclusion

The Applicant is proposing a 160-lot subdivision, including 46 attached single-family residential lots and 114 detached single-family residential lots. The proposed project meets the requirements of the CMC, the City of Camas Design Standards, and the Green Mountain Development Agreement. Information regarding the Urban Village is described below.

The Urban Village provided a set of Planning Principles and Design Guidelines. Below is a brief description of the principles and how they will be met.

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