



STAFF REPORT AND DECISION

Green Mountain Urban Village Short Plat

File No. SP20-02 (Consolidated file nos. SEPA20-06, CA20-03, ARCH20-05)

Type II

PROPOSAL: The applicant proposes to subdivide 35.40-acres into eight lots including two tracts for stormwater facilities and three tracts for critical area preservation.

LOCATION: Northeast intersection of NE Ingle Road and NE 28th Street

APPLICANT/CONTACT: Terrel & Associates, LLC
17933 NW Evergreen Place, Suite 300
Beaverton, OR 97006

DECISION DATE: January 14, 2021

APPLICABLE LAW: A development agreement was recorded for this property January 6, 2015 and therefore this land use application submitted April 29, 2020 is vested to the land use regulations and development standards in effect on the effective date of the recorded development agreement to include the Camas Municipal Code (CMC) Title 16 Environment, Title 17 Land Development, and Title 18, Zoning, specifically (but not limited to): Chapter 17.09 – Short Subdivisions, Chapter 17.19 - Design and Improvement Standards, Chapter 18.11 - Parking, Chapter 18.13 - Landscaping, and Chapter 18.55 Administrative Procedures unless otherwise provided for in the development agreement.

CONTENTS

SUMMARY	1
FINDINGS	2
<i>Title 16 Environment</i>	2
<i>Title 17 Land Development</i>	5
CONCLUSION	18
CONDITIONS OF APPROVAL	18
PLAT NOTES	25

SUMMARY

Application has been made to the City of Camas for preliminary short plat approval to subdivide Pods H, A1, A2, A3 and B5 (aka the “Urban Village”) of the approved Green Mountain Mixed Use PRD Master Plan, totaling 35.40-acres. The preliminary short plat proposal would create eight lots including two stormwater facility tracts (Tracts A and B) and three tracts for critical area preservation (Tracts C, D and E). Proposed lots 1, 2, 7 and 8 are intended for future multi-family residential development and lots 3, 4,

5 and 6 are planned for future commercial development. The proposal includes the construction of trails, public access roads and stormwater detention facilities.

The Pods within the Urban Village are zoned Multi-Family Residential (MF-18 and 24) and Community Commercial (CC). Bordered to the north is Pod B1 of the Green Mountain Mixed Use PRD zoned Multi-Family Residential including North Boxwood Street. NE 28th Street and NE Ingle Road immediately border the Urban Village on its south and west sides. Immediately adjacent to the east is the BPA and Pacific Corp right of way easements. Proposed access to the site is from NE Ingle Road, NE 28th Street and North Boxwood Street.

The site is a relatively flat grassy field with remnants of ponds and sand pits from an old golf course. Trees, including Oregon White Oaks, and shrubs are located near the non-fish perennial stream at the southern end of the site. Two Category III wetlands are found at the southwest and east portions of the site. There is an existing stone house that was part of the old farmstead that will be removed as it is not eligible for the NRHP.

The proposed preliminary plat does or can comply with the applicable standards of the Camas Municipal Code (CMC) and Revised Code of Washington (RCW), as discussed throughout this report, provided that the applicant complies with the conditions of approval.

Comments contained as referenced herein will be attached as Exhibit A to this staff report.

FINDINGS

Title 16 Environment

STATE ENVIRONMENTAL POLICY ACT (SEPA20-06)

CMC CHAPTER 16.07

A SEPA checklist was submitted and a Determination of Non Significance (DNS) was issued August 6, 2020 as the project site contains environmentally sensitive areas per CMC 16.07.020.C. The comment period ended August 20, 2020. The City received SEPA comments from Clark County Public Works, Ecology and Department of Archaeology and Historic Preservation (DAHP).

FINDING: Staff finds the SEPA DNS comments from those agencies will need to be complied with and conditioned as such.

ARCHAEOLOGICAL RESOURCE PRESERVATION (ARCH20-05)

CMC CHAPTER 16.31

A Cultural Resources Investigation Report was prepared for the initial Green Mountain Mixed Use PRD Master Plan in its entirety. Based on that report, further archaeological work was recommended within the Urban Village area. As such, an Archaeological Site Alteration & Excavation Permit including an Inadvertent Discovery Plan was submitted to the Department of Archaeology and Historic Preservation (DAHP) for review and approval. 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 the course of construction, work must immediately cease and both State Department of Archaeological and Historic Preservation and the City should be notified.

CRITICAL AREAS (CA20-03)CMC CHAPTER 16.51

CMC Chapter 16.53 Wetlands

The Green Mountain PRD Master Plan site overall contains wetlands. A *Critical Areas Report* prepared by Ecological Land Services (ELS) dated March 18, 2020 identified two Category III low habitat functioning wetlands within the Urban Village area shown as Tract E (Wetland J) and Tract C (Wetland I) on the preliminary short plat. Wetland J (0.15-acres) at the northeastern portion of the site is to be adjacent to a high land use intensity (i.e. multi-family residential), where an 80-ft. buffer is required per CMC Table 16.53.040-1. Wetland I (1.78-acres) at the southwestern portion of the site will be adjacent to a moderate land use intensity (i.e. wet ponds), where a 60-ft. buffer is required per CMC Table 16.53.040-1. A portion of both wetlands I and J are functionally isolated due to the presence of gravel cart path per CMC 16.53.0410.B.4.b.i and therefore do not require a buffer along those portions of the wetlands.

ELS prepared a *Bank Use Plan* dated March 20, 2020 and *Supplemental Memo* dated August 19, 2020 addressing proposed impacts to the wetland buffers. The report indicated that the stormwater facility will be located within the regulated 60-ft. buffer of Wetland I and within 20-ft. of the wetland boundary. Further, the future residential development proposed for Lot 7 will be located within the regulated 80-ft. buffer of Wetland J and within 20-ft. of the wetland boundary. However, the applicant proposes to utilize the *Combined Reductions* buffers development standard in CMC 16.53.050.C.1.c, which allows for a reduced buffer up to 50-ft. wide for a Category III wetland if sections (C)(1)(a) *Lower Impact Uses* and (C)(1)(b) *Restoration* are added. Per the applicant, this places the stormwater facilities and future residential development in Lot 7 outside of the regulated buffer.

Staff finds the *Bank Use Plan* did not address how the wetland buffer activities in both wetlands comply with CMC Section 16.53.050(C)(1)(a) *Lower Impact Land Uses* (i and ii) and (b) *Restoration*, which is required in order to utilize the Combined Reduction buffers section of the code and therefore will be conditioned as such.

Per the applicant, the development indirectly impacts the wetland due to an insufficient buffer width, and therefore is proposed to be mitigated at a higher ratio than buffer impacts. Mitigation is provided through the purchase of credits at the Terrace Mitigation bank.

Sheet 4 of the *Bank Use Plan* shows a trail within the wetland buffer. However, the applicant clarified the trail will be located outside of the buffer alongside the stormwater security fence. Prior to engineering plan approval, staff finds the applicant should show the location of the trail in relation to the buffer and conditioned as such.

The Urban Village area also contains man-made ponds with a plastic lined bottom that was created as part of the former golf course and are considered artificial wetlands per CMC 16.53.010.C.2.b and therefore exempt from the provisions of CMC Chapter 16.53.

CMC Chapter 16.61 Fish and Wildlife Habitat Conservation AreasHabitats of Local Importance

Within boundary of the Urban Village area, 342 trees were inventoried and 265 of those trees were identified for preservation as noted per the Tree Preservation Plan in the Development Agreement (DA) for the Green Mountain PRD Master Plan. The Tree Preservation Plan required that each development application of the Green Mountain PRD Master Plan demonstrate that the number of protected trees followed the Tree Preservation Plan. As such, a Tree Preservation Plan was submitted specifically for the Urban Village that noted the preservation of 247 trees, approximately 90 trees shy required for preservation within the boundaries of the Urban Village. However, the applicant's narrative indicated

that Phase 3 of the Green Mountain PRD preserved an excess of 1,200 trees. With that, staff finds that the total number of trees to be preserved within Green Mountain PRD Master Plan follows the DA.

In addition to the trees that will be preserved as discussed above, oak tree mitigation plantings are also proposed. ELS provided a supplemental *Critical Areas and Mitigation memo* dated August 2020 indicating the removal of 30 Oregon White Oaks for anticipated development within the Urban Village area. Mitigation is implemented through the *Oregon White Oak Advance Mitigation Plan* dated February 2016 and the *Addendum* dated November 2016 for the anticipated removal of 52 oak trees or 49,400 square feet of canopy area outside of Phase 1 of the PRD, which includes the Urban Village area. The plan essentially pre-mitigated any future impacts to the Oregon White Oaks located outside of Phase 1 with an oak canopy replacement at 2:1 and 3:1 ratios, which equated to approximately 122,032 square feet of canopy. The ELS memo indicates the advance oak mitigation areas were installed in March 2016 and is in the fourth year of monitoring. Staff found the proposed removal of the Oregon White Oaks in the Urban Village area are within the number of trees previously allotted for removal and appropriately mitigated for in the *Oregon White Oak Advance Mitigation Plan*.

Stream

The *Critical Areas Report* prepared by ELS dated March 2020 identified a non-fish bearing perennial stream (aka Stream A) along the southern portion of the Urban Village area shown as Tract D and as such provided a 50-ft. wide buffer consistent with CMC 16.61.040.D. The *Preliminary Stream & Stream Buffer Mitigation Plan* dated March 2020 describes the impacts to Stream A to include the widening of NE Goodwin Road, thereby relocating Stream A to the north, and a stream crossing via a public road that will access the Urban Village area from NE Goodwin Road. The plan describes the placement of the road crossing at a section of the stream corridor that is the least impactful to ecological functions.

Mitigation proposed includes in-water and streambed creation, as well as stream buffer creation and enhancement within the riparian corridor to improve ecological functions. The mitigation proposes buffer averaging by reducing the buffer up to 25-feet as allowed per CMC 16.61.040.D.2.b on the north side of Stream A while increasing the buffer on the south side of the Stream A, which connects to the existing oak habitat mitigation area for the creation of a more contiguous habitat corridor.

The *Preliminary Stream & Stream Buffer Mitigation Plan* did not address a section of the proposed trail that crosses Stream A and its associated buffer as required per CMC 16.61.040.E.5 (a-d). As such, staff finds a condition of approval is required that a final mitigation plan is submitted to the city for review and approval that also addresses any proposed trail impacts and mitigation for those trail impacts. Construction of new trails within critical area buffers should consist of pervious materials per CMC 16.61.040.E.5.d.

CMC Chapter 16.51 General Provisions for Critical Areas

Staff recommends that a condition of approval is necessary for the installation of temporary construction fencing prior to construction that clearly marks in the field the critical area buffers and fencing should remain throughout permitted construction activities. In addition, prior to final short plat approval, permanent signs and fencing should be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications should be submitted to the City for review and approval prior to installation.

Prior to final short plat approval, a conservation covenant should be recorded with the County to ensure long-term preservation of the critical areas and their associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240 and conditioned as such. Further, a copy of the recorded conservation covenant document must be submitted to the City prior to final short plat approval.

The applicant will be required to post a mitigation bond in an amount deemed acceptable by the City to ensure the stream mitigation is fully functional per CMC 16.51.250.

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

Title 17 Land Development

SHORT SUBDIVISIONS (SP20-02)

CMC CHAPTER 17.09

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

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

City of Camas Comprehensive Plan:

A portion of the Urban Village is designated as Multifamily High in the city's Comprehensive Plan, which includes the Multi-family Residential (MF-18 and 24) zone designations. Attached dwellings are permitted uses in the Multi-family District. In addition to multi-family housing, a portion of the Urban Village is zoned Community Commercial (CC), which is designated at Commercial in the city's Comprehensive Plan.

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

- LU Policy 1.3: Maintain compatible use and design with the surrounding built and natural environments when considering new development or redevelopment.
- LU Policy 1.4: Ensure the park and recreation opportunities are distributed equitably throughout the City and work to achieve park and continuous trail corridors from Green Mountain to the Columbia River.
- LU Policy 2.4: Encourage mixed-use developments (residential and commercial) in order to support adjacent uses and reduce car trips, but not at the expense of job creation.
- LU Policy 3.1: Encourage a variety of housing typologies to support the overall density goal of six dwelling units per acre.
- LU Policy 3.3: Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.
- LU Policy 3.4: Camas residents are protective of the small-town ambiance and family-friendliness of the community. Discourage exclusive neighborhoods, privacy wall, and gated communities.
- LU Policy 3.5: Where neighborhoods adjoin natural areas or trails, ensure connections through neighborhoods to enhance access to recreation amenities.
- LU Goal 4: Develop an interconnected network of parks, trails, and open space to support wildlife corridors and natural resources and enhance the quality of life for Camas residents and visitors.
- T Policy 1.3: Construct streets that are interconnected and avoid long cul-de-sacs or dead ends.

The proposed short plat will help accommodate the projected growth through well-planned utilization of existing land via the planned residential and commercial uses within the Urban Village. The proposed preliminary short plat consists of a design layout that provides vehicular and pedestrian circulation that interconnects with not only the planned residential and commercial areas within the Urban Village but

also with the adjoining areas consistent with the Comprehensive plan policies identified above.

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 (ADTs) or more.

The proposed short plat development on its own, which consists of eight lots and two storm facility tracts, does not meet the threshold for installation of traffic calming features. However, at time of application for Lots 1-8, the applicants will be required to address the requirements of the City's NTM.

Parks, Recreation and Open Space (PROS) Plan:

The 2014 PROS plan does not identify any special use parks, neighborhood parks or trailhead requirements on or over the Urban Village area, with the exception of the T-27 Regional Trail. The T-27 Regional Trail was approved with Green Mountain Plat Phases 2A,C&E just east of the Urban Village boundaries, which satisfied the requirement for this section of the T-27 Regional Trail in the Green Mountain PRD.

[PRD PROS Plan]

The approved Green Mountain PRD Park & Open Space (PRD PROS) Master Plan includes an extensive park/open space/trail network for active and passive recreation. Although parks are not identified within the boundaries of the Urban Village area per the PRD PROS plan, a designated 14-acre community park is located northeast of the Urban Village area as required per the approved PRD PROS Plan. However, a neighborhood pedestrian trail system is required and provided for within Tract D of the preliminary short plat consistent with the PRD PROS Plan. In addition to the neighborhood pedestrian trail in Tract D, trail connections are shown on the proposed preliminary short plat from the Urban Village area to Pod B1 to the north, NE Ingle Road to the southwest, and to the Bonneville Power Administration (BPA) right-of-way to the east that links to the existing trail system in Green Mountain Phase 2.

Staff finds a condition of approval is required for the trail in Tract D to extend to the west, across proposed 'B' Street, and connect with the proposed trail adjacent to Tract C. As such, a revised trail plan also showing the trail link between Tract C and D should be submitted to the city for review and approval and conditioned as such.

The proposed neighborhood pedestrian trails within Tracts A, B, C and D, and within the BPA right-of-way that links to the existing trail within Green Mountain Phase 2, should be installed prior to final short plat approval. The neighborhood pedestrian trails should consist of a 6-ft. wide paved trail consistent with the PRD PROS Plan and constructed prior to final short plat approval. The segments of trails outside of these tracts within Lots 1-8 should be constructed with their respective land development applications.

FINDING: Staff finds, as conditioned, that the proposed project can or will be compatible with the aforementioned City plans.

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

Water:

Provisions for water are required per CMC 17.19.040.C.4. Prior to final short plat approval, the applicants for the proposed short plat development will be conditioned to provide the stubs for the

future water mains, from NE Ingle Road and NE 28th Street, to the curb radii of proposed 'A' Street and 'B' Street.

Extension of the City required water mains in 'A' Street and 'B' Street to serve Lots 1 thru 7 will be addressed with development applications for Lots 1 through 7. The on-site water service systems, for the specific benefit of each lot, will be privately owned and maintained. The private water service systems, including hydrant legs, fire hydrants, and associated appurtenances, will be addressed at time of the development application submittals for Lots 1 thru 8.

The preliminary utility plans submitted by the applicant for the short plat proposed to construct an 18-inch ductile iron water main to loop thru the site from NE Ingle Road, via proposed 'A' Street, to proposed 'B' Street; and from NE 28th Street, via proposed 'B' Street, to NE Boxwood Street. However, the existing water mains in NE Ingle Road, NE Boxwood Street, and NE 28th Street are 12-inch water mains. Additionally, the existing water stubs off NE Ingle Road are 8-inch stubs. Future applicants for Lots 1 thru 7 should evaluate anticipated usage and determine flows rates for the design size of the new water main to be constructed in 'A' Street and 'B' Street, with a minimum 8-inch water main required.

[NE Ingle Road]: There is an existing 12-inch ductile iron water main located on the east side of NE Ingle Road. This water main was constructed in 2016 for future improvements related to the Green Mountain PRD Phase 1 development with two 8-inch waterlines stubbed to the proposed Urban Village parcel with these improvements. Staff finds that a condition of approval is required prior to final engineering plan approval, for Lots 1, 2, 3, and/or 4, that the applicant is to verify that the existing 8-inch stubs off of NE Ingle Road are adequately size for future development, prior to extending the water main to proposed 'A' Street.

Future applicants for Lots 1, 2, 3, and 4 will be required to extend the water main in proposed 'A' Street to the intersection with proposed 'B' Street and to provide water service stubs to the future commercial and residential lots. There is to be a 10-foot separation between the water main and the sewer main located within the proposed 'A' Street and between the water and sewer stubs to each individual Lot. Responsibility for the waterline extension on proposed 'A' Street and associated half-width frontage improvements will be based on the timing of application submittals for Lots 1-4.

Staff finds that the responsibility for water improvements in 'A' Street for Lots 1, 2, 3, and 4 will be conditioned as follows:

- If Lots 1 and/or 2 develop first, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 3 and 4, in accordance with CMC 17.19.040.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the water main from the existing water stub off from NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 1 and 2, in accordance with CMC 17.19.040.
- If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a water service stub to applicable lot to the north or south, in accordance with CMC 17.19.040.

[NE 28th Street]: There is an existing 12-inch ductile iron water main located on the south side of NE 28th Street. This water main was constructed in 2018. There were not any waterlines stubbed to the north for future use by the proposed Urban Village short plat. Future applicants for Lots 5, 6, and/or 7 will be required to extend the water main through proposed 'B' Street, north to Lot 7, tie into the existing 18-inch water main in NE Boxwood Street, and to provide water services stubs to the future commercial and residential developments. There is to be a 10-foot separation between the water main

and the sewer main located within the proposed 'B' Street and between the water and sewer stubs to each individual Lot. Responsibility for the waterline extension in proposed 'B' Street and associated half-width frontage improvements will be based on the timing of application submittals.

Staff finds that the responsibility for water improvements in 'B' Street for Lots 5, 6, and 7 will be conditioned as follows:

- If Lot 5 develops ahead of Lots 6 and/or 7, those applicants will be required to extend the water main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the water main through proposed 'B' Street, tie into the existing water stub off NE Boxwood Street, and to provide water services to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

Responsibility for providing an 8-inch water service from NE 28th Street to Lot 8 will be conditioned as follows:

- The applicant for Lot 8, will be required to provide a minimum 8-inch water service stubbed from the 12-inch water main located in NE 28th Street to Lot 8. There is to be a 10-foot separation between the water and sewer stubs to Lot 8 and surface restoration on NE 28th Street will be in accordance with the *Camas Design Standards Manual*.

Responsibility for irrigation stubs for Tracts A and B will be conditioned as follows:

- Construction of the storm facilities will require private irrigation services to be stubbed to storm facility tracts A and B in order to provide for an irrigation system for the street trees required along the frontage improvements and for the landscaping on both storm facilities on Tracts A and B. The irrigation services can be stubbed from the existing water mains in NE Ingle Road and NE 28th Street and surface restoration will be in accordance with the *Camas Design Standards Manual*. The private irrigation meters and irrigation systems are to be owned and maintained by Lots 1 thru 8 of the Urban Village.

Stormwater:

A preliminary drainage analysis, dated April 9, 2020, was prepared by Olson Engineering for the Green Mountain Urban Village. Per the preliminary report, the proposed development consists of 29.85 acres and is comprised of two parcels: 172559-003 and 98037-656. Per Clark County's property information center, the combined parcels are a total of 35.38 acres. Staff finds that prior to submittal of the final drainage analysis report the acreage conflict between the preliminary drainage analysis and the Clark County property information is to be addressed. The final drainage analysis is to be submitted prior to final engineering plan approval.

The proposed Urban Village short plat development is located at the south west corner of the Green Mountain Planned Residential Development. The existing conditions include manmade water features, grass fairways and greens, trees, shrubs, and wetlands, which were part of the former Green Mountain golf course. The site runoff generally drains to the southwest and is discharged via an existing culvert located at the intersection with NE Goodwin Road / NE 28th Street. The runoff is ultimately discharged to an existing wetland located on the west side of NE Ingle Road.

The proposed development includes construction of two storm facilities to be located on Tracts A and B. Per the preliminary drainage analysis, the two storm facilities have been sized to handle stormwater runoff for proposed Lots 1 thru 8, the Green Mountain PRD Pod B1 development to the north, and portions of the existing NE Boxwood Street.

Provisions for storm drainage are required per CMC 17.19.040.C.3. The storm facilities located on Tracts A and B, and associated conveyance systems, are required for the development of Lots 1 thru 8 and the

GM PRD Pod B1 subdivision. Staff finds a condition of approval is required that prior to final plat approval the applicant construct the storm facilities located on Tracts A and B, including the stormwater conveyance systems proposed in NE Ingle Road and NE 28th Street; providing the storm laterals to Lots 1 and 3 and proposed 'A' Street and 'B' Street; the associated half-width frontage improvements on NE Ingle Road along Lots 1 and 3; the northeast corner of the intersection of NE Ingle Road and NE 28th Street, on NE 28th Street along Tracts C and D, and on proposed 'B' Street along Tracts B, C, and D.

[NE Ingle Road]: There is an existing 36-inch CPP storm sewer main, in the center of NE Ingle Road, which was constructed in 2017 as part of the Green Mountain Phase 1 improvements. As part of the Phase 1 improvements the existing culvert crossing at the intersection of NE Ingle Road and NE Goodwin Road was upsized from a 36-inch to a 42-inch diameter culvert. While the Phase 1 improvements installed manholes for the length of the conveyance system, stormwater laterals were not stubbed to the Urban Village parcels. The storm facility proposed for Tract A will be constructed for the benefit of Lot 1, a portion of Lot 2, Lot 3, and a portion of NE Boxwood Street. The storm facility proposed for Tract B will be constructed for the benefit of a portion of Lot 2 and Lots 4, 5, 6, 7, and 8. Future applicants for Lots 1, 2, 3, and 4 will be required to extend the stormwater main in proposed 'A' Street in order to complete the conveyance system, including installation of catch basins and manholes for the future commercial and residential lots. Responsibility for the stormwater conveyance system in proposed 'A' Street and associated half-width frontage improvements will be based on the timing of application submittals for Lots 1-4.

The stormwater conveyance system required with the frontage improvements on NE Ingle Road, including installation of manholes, catch basins, and stormwater laterals for Lot 1, Lot 3, and for 'A' Street is to be constructed in conjunction with the construction of the stormwater facility located on Tract A. Staff finds that the responsibility for the construction of stormwater conveyance system in NE Ingle Road, and associated half-width frontage improvements, should be completed prior to final short plat approval, and conditioned as such.

Staff finds the responsibility for stormwater conveyance system improvements in 'A' Street, which are separate from the required improvements for Tracts A thru D, will be conditioned as follows:

- If Lots 1 or 3 develop first, those applicants will be required to construct the stormwater conveyance system in 'A' Street to discharge stormwater via NE Ingle Road to the Tract A Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals in accordance with CMC 17.19.040.
- If Lots 1 and/or 2 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.

[NE 28th Street]: There is not an existing stormwater conveyance system in NE 28th Street along the frontage of the proposed short plat. The existing stormwater conveyance system in the eastern portion of NE 28th Street was constructed in 2018 with the GM PRD Ph. 2 South (aka Ph. 2B, 2D, & 2F) subdivision. The existing 8-inch diameter stormwater conveyance system terminates at the last

manhole at the eastern edge of proposed Lot 8 and discharges to an outfall located on the north side of the road adjacent to proposed Lot 8.

The proposed stormwater conveyance system to be constructed in NE 28th Street consists of two different conveyance segments. The first segment will connect to the western most existing manhole from GM PRD Ph.2, eliminating the existing outfall, and constructing a new outfall approximately 290-feet to the west that will discharge to the existing stream located in proposed Tract D. This first proposed conveyance segment will allow for the frontage improvements along proposed Lot 8.

The second conveyance segment will begin at a manhole, with a stormwater lateral to proposed Lot 8, approximately 50-feet east of Tract D's eastern property line. The run will continue west to the intersection of NE 28th Street and proposed 'B' Street, then continue in proposed 'B' Street to dead end at a manhole located approximately 50-feet from the southern property line of proposed Lot 7. The segments constructed in NE 28th Street and proposed 'B' Street will discharge to the storm facility located in Tract B. Responsibility for the stormwater conveyance system in proposed 'B' Street and NE 28th Street, and associated half-width frontage improvements, will be based on the timing of application submittals for Lots 2, 4, 5, 6, 7, and 8.

Staff finds the responsibility for stormwater conveyance system improvements in 'B' Street, which are separate from the required improvements for Tracts A thru D, will be conditioned as follows:

- If Lots 2, 4, and/or 5 develop first, those applicants will be required to construct the stormwater conveyance system from the northern property line of Lot 5 south through 'B' Street, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to discharge into the Tract B Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop first, those applicants will be required to extend the stormwater conveyance system through 'B' Street from Lot 7, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to the Tract B Storm Facility. Said stormwater improvement will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
- When Lot 8 develops, the applicant will be required to construct the stormwater conveyance system within NE 28th Street, from the eastern most property boundary, to the intersection of NE 28th Street and 'B' Street, in order to discharge into the Tract B Storm Facility, in accordance with CMC 17.19.040.

[Tract A and Tract B – Stormwater Facilities]: The applicant has submitted preliminary stormwater plans, as part of the short plat application. The preliminary grading plans indicate grading encroaching on Lots 3 and 4, along the northern boundary of Tracts A and B. Staff finds a condition of approval is required that prior to final engineering plan approval the applicant should revise the preliminary stormwater plans for Tracts A and B with the following:

- Final grading for Tracts A and B is not to encroach on Lots 3 and 4.
- As indicated on the preliminary plans a retaining wall is to be designed and constructed along the property lines between Lots 3 and 4 and Tracts A and B.

The responsibility for ownership and maintenance of the storm facilities located on Tracts A and B is to be noted on the final plat and will be conditioned as follows:

- The storm facility proposed for Tract A will be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

- The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

An access easement will be granted to the City of Camas, across both Tract A and Tract B, for inspections purposes and conditioned as such.

Erosion Control:

Per CMC 17.21.030 Land-disturbing activities greater than one acre, will be required to meet the provisions for erosion prevention and sediment control as outlined in CMC 17.21.030 and CMC 14.06, prior to final engineering approval.

Future development applications for Lots 1 thru 8 will be required to meet the provisions of CMC 17.21.030 and CMC 14.06.

Per CMC 14.06.030.C, prior to final engineering plan approval, the applicant for the proposed development shall submit a Construction Stormwater Pollution Prevention Plan (SWPPP), for any proposed development which is an acre or larger. Prior to final engineering approval of any proposed development, the applicant will be required to obtain from Ecology an NPDES General Construction Stormwater Permit (GCSWP) for land-disturbing activities greater than one acre and to submit a copy of the NPDES Permit and the SWPPP.

Per CMC 14.06.100, at time of development application for Lots 1 through 8, an Erosion Sediment Control (ESC) plan will be submitted to the City for review and approval prior to any ground disturbing activities.

Per CMC 14.06.200 and CMC 17.21.030.B, an approved form of financial security will be required for erosion and sediment control for any improvements, which are greater than one acre. The financial security is required to be submitted prior to final engineering approval of any proposed development of Lots 1 through 8.

Sanitary Sewage Disposal:

Provisions for sanitary sewer are required per CMC 17.19.040.C.2. Prior to final short plat approval, the applicants for the proposed short plat development will be conditioned to construct sanitary sewer laterals that have been stubbed to future Lots 1 and 3, and the future sanitary sewer from NE Ingle Road and NE 28th Street, have been stubbed to the curb radii of proposed 'A' Street and 'B' Street.

Extension of the City required sanitary sewer mains in 'A' Street and 'B' Street to serve Lots 1 thru 7 will be addressed with development applications for Lots 1 through 7. The on-site sanitary sewer disposal systems, for the specific benefit of each lot, will be privately owned and maintained. The private sanitary sewer disposal systems will be addressed at time of the development application submittals for Lots 1 thru 8.

[NE Ingle Road]: There is an existing 10-inch PVC gravity sewer main located on the west side of NE Ingle Road. This gravity sewer main was constructed in 2016 for the future improvements related to the Green Mountain PRD Phase 1 development. There were two existing 8-inch PVC sanitary sewer laterals stubbed to the proposed Urban Village parcel with these improvements. Future applicants for Lots 1, 2, 3, and 4 will be required to extend the gravity sewer main in proposed 'A' Street to provide services for the future commercial and residential. There is to be a 10-foot separation between the water main and the sewer main located within the proposed 'A' Street and between the water and sewer stubs to each individual Lot. Responsibility for the sanitary sewer main extension on proposed 'A' Street and associated half-width frontage improvements will be based on the timing of application submittals for Lots 1-4.

Staff finds the responsibility for sanitary sewer disposal improvements in 'A' Street for Lots 1, 2, 3, and/or 4 will be conditioned as follows:

- If Lots 1 and/or 2 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road through proposed 'A' Street and to provide sanitary sewer laterals for Lots 3 and 4, in accordance with CMC 17.19.040.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road, through proposed 'A' Street, and to provide sanitary sewer laterals for Lots 1 and 2, in accordance with CMC 17.19.040.
- If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the sanitary sewer main from the existing stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a sanitary sewer lateral to the applicable lot to the north or south, in accordance with CMC 17.19.040.

[NE 28th Street]: There is an existing 8-inch PVC gravity sewer main located on the north side of NE 28th Street. The sanitary sewer main was constructed in 2018. Sanitary sewer laterals were not provided for the future improvements of the Urban Village parcel. Future applicants for Lots 4, 5, 6, and 7 will be required to construct the sanitary sewer main to be located in proposed 'B' Street and to provide for sewer laterals to the future Lots 4, 5, 6, and 7. There is to be a minimum 10-foot separation between the sanitary sewer main and the water main located in proposed 'B' Street and for the sanitary laterals and water services for each of the future lots.

Staff finds the responsibility for sanitary sewer disposal improvements in 'B' Street for Lots 5, 6, and/or 7, will be conditioned as follows:

- If Lot 5 develops ahead of Lots 6 and/7, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to Lot 7, and to provide sanitary sewer laterals to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

Staff finds the responsibility for providing a sanitary sewer disposal lateral from NE 28th Street to Lot 8, will be conditioned as follows:

- The future applicant for Lot 8 will be required to tap the sanitary main located in NE 28th Street and to extend a sanitary sewer lateral to Lot 8. There is to be a minimum 10-foot separation between the sanitary sewer lateral and water service, and surface restoration requirements will be in accordance with the *Camas Design Standards Manual*.

FINDING: Staff finds that, as conditioned, adequate provisions can or will be made for water, storm drainage, erosion control, and sanitary sewage disposal that are consistent with the Camas Municipal Code and the Camas Design Standard Manual.

3. Provisions have been made for roads, utilities, street lighting and 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;

Public Roads:

The proposed 8 lot short plat is located at the north east corner of NE Ingle Road and NE 28th Street and abuts a section of NE Boxwood Street at the north east corner. NE Ingle Road is classified as an existing 2-lane collector and NE 28th Street as an existing 2-lane arterial, which abuts the frontage of the proposed short plat, per the City's 2016 Transportation Comprehensive Plan. NE Boxwood Street,

located in the northeast corner, is a fully improved 3-lane road, which was constructed in 2019 and completed the roadway connection between Green Mountain PRD Phases 1 and 2.

NE Ingle Road and NE 28th Street:

Per *Camas Design Standards Manual (CDSM) Table 2 – General Guidelines for Geometry of Roadway*, a 3-lane collector or arterial with a 74-foot wide right-of-way width, shall consist of a 46-foot wide paved surface, 6-foot wide sidewalks, 5.5-foot to 7-foot wide planter strips, 5-foot wide bike lanes, no on-street parking on either side, street lighting, and minimum 35-foot curb radius. The applicants proposed half-width frontage improvements along the existing NE Ingle Road and NE 28th Street are in accordance with the *CDSM Table 2* for public collectors and arterials with a 74-foot right-of-way.

Proposed 'A' Street and 'B' Street:

Per *Camas Design Standards Manual (CDSM) Table 2 – General Guidelines for Geometry of Roadway*, a 2-lane collector and/or arterial with a 60-foot wide right-of-way width, shall consist of a 36-foot wide paved surface, 6-foot wide sidewalks, 4.5-foot to 7-foot wide planter strips, no on-street parking on either side, street lighting, minimum 35-foot curb radius at street accesses, and where applicable off-street parking setbacks on ingress aisles are to be a minimum of 50-feet from back of sidewalk. The applicants proposed road improvements for 'A' Street and 'B' Street are in accordance with the *CDSM Table 2* for public collectors and arterials with a 60-foot right-of-way.

[Street Frontage Improvements]: Per CMC 17.19.040.B.1 half-width street improvements are a provision of a development. The proposed short plat consists of 4 residential lots (Lots 1, 2, 7, and 8), 4 commercial lots (Lots 3, 4, 5, and 6), and 5 Tracts (storm facility Tracts A and B and wetland/habitat Tracts C, D, and E). The required interior half-width street improvements, on proposed 'A' Street and 'B' Street, will be based on timing of application submittals for Lots 1 through 7. Required half-width street improvements for Lot 8 will also be addressed at time of application submittal. Additional half-width street improvements are required along Tracts A, B, C, and D which abut NE Ingle Road, the northwest intersection of NE Ingle Road and NE 28th Street, NE 28th Street, and portions of proposed 'B' Street.

Storm facility Tract A, and associated half-width street improvements, are required to be constructed for the benefit of GM PRD Pod B1 and GM Urban Village Lots 1, 3, a portion of Lot 2, and a portion of NE Boxwood Street. Storm facility Tract B, and associated half-width street improvements, are required to be constructed for the benefit of the GM Urban Village Lots 2, 4, 5, 6, 7, and 8. As such, development of storm Tracts A and B, and associated half-width street improvements, will be required prior to final plat approval of the Urban Village Short Plat. Additionally, construction of the storm facility on Tract A is required prior to construction of the GM PRD Pod B1 subdivision.

Staff finds a condition of approval is required that prior to final plat approval the applicants complete the half-width improvements on NE Ingle Road along Lots 1 & 3 and Tracts A & C, the northeast intersection of NE Ingle Road and NE 28th Street, NE 28th Street along Tracts C and D, the curb return radii at proposed 'A' Street and 'B' Street, and the frontage along Tracts B, C, and D on proposed 'B' Street.

The responsibility for half-width road improvements along NE Ingle Road including Tracts A & C, the intersection of NE Ingle Road & NE 28th Street, NE 28th Street along Tracts C and D, and the interior roads 'A' Street and 'B' Street will be based on timing of development submittal applications for proposed lots 1 thru 8.

Staff finds the responsibility for half-width street improvements will be conditioned as follows:

Tract A:

- The applicants for Lots 1 and/or 3 will be required to construct full half-width improvements along the frontage of Tract A on NE Ingle Road, complete intersection improvements at NE Ingle Road and NE 28th Street, and for a minimum of 150-feet along NE 28th Street along Tract C.

Tract B:

- The applicants for Lots 2, 4, 5, 6, 7, and/or 8 will be required to construct full half-width improvements on NE 28th Street along Tracts B, C, and D, and on proposed 'B' Street along Tracts B and D. Additionally, if Tract A has not been constructed, the applicants for Lots 2, 4, 5, and/or 7 will be required to construct the full half-width improvements at the intersection of NE 28th & NE Ingle Road, and for a minimum of 150-feet north along NE Ingle Road.
- Proposed 'B' Street requires the construction of a culvert crossing that will allow for stormwater to be conveyed from Tract D, under 'B' Street, and across to Tract C. The culvert crossing requires permits issued by the Army Corps of Engineers and the Washington Department of Ecology. The agency permits will affect the completion of the intersection of proposed 'B' Street at NE 28th Street and the full-width street improvements up to the south property line of Lot 5. Prior to final short plat approval, for the culvert crossing on 'B' Street permits shall be obtained from the applicable agencies (e.g. Army Corps of Engineers and the Washington Department of Ecology).

Lots 1 and/or 2 - Residential:

- Development of Lots 1 and/or 2 will be required to construct full half-width improvements on NE Ingle Road from the northern property line of Lot 1, which abuts future GM PRD Pod B1, to the northern property line of Tract A, including curb radii on both sides of proposed 'A' Street. Additionally, Lots 1 and/or 2 will be required to construct full half-width frontage improvements on proposed 'A' Street to the intersection with proposed 'B' Street.
- Development of residential Lots 1 and/or 2 will be required to complete the half-width street improvements along the south side of future South Public Avenue located in GM PRD Pod B1.

Lots 3 and/or 4 - Commercial:

- If development of Lots 3 and/or 4 were to precede the development of Lots 1 and/or 2, then Lots 3 and/or 4 will be required to complete the full half-width improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A.
- If development of Lot 3 was to precede Lot 4, Lot 3 will be required to construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A and along the frontage of proposed 'A' Street to the property line of Lot 4.
- If development of Lot 4 was to precede Lot 3, Lot 4 will be required to construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A, along the frontage of proposed 'A' Street, and along the frontage of proposed 'B' Street to the north property line of Tract B.

Lots 5 and/or 6 - Commercial:

- If development of Lot 5 was to precede development of Lot 6, the applicant for Lot 5 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 5 and half-width frontage improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.
- If development of Lot 6 was to precede development of Lot 5, the applicant for Lot 6 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 6 and half-width frontage

improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.

Lot 7 - Residential:

- If Lot 7 develops after Lots 5 and/or 6, the applicant for Lot 7 will be required to complete the full-width road improvements on the northern end of proposed 'B' Street, from the northern property line of Lot 6, which is to include completion of the intersection connection to NE Boxwood Street.
- If development of Lot 7 was to precede Lots 5 and 6, the applicant for Lot 7 will be required to construct full-width road improvements, which will include the intersection connection with NE Boxwood Street.

Lot 8 - Residential:

- The applicant for Lot 8 will be required to construct the full half-width improvements along the frontage of Lot 8 on NE 28th Street.

[ROW Dedications]: Per CMC 17.19.040.B.5, dedication of additional right-of-way (ROW) will be required for the proposed short plat development as is necessary in order to meet the existing street width standards of NE Ingle Road to the north and NE 28th Street to the east.

- NE Ingle Road: The applicant is proposing to dedicate an additional 7-feet of right-of-way width along NE Ingle Road which would allow for construction of the full 37-foot half-width street improvement, including a 6-foot wide planter strip, and a 6-foot wide sidewalk. The existing ROW width is 60-feet, with this ROW dedication, the new right-of-way width would be 67-feet wide.
- NE 28th Street: The applicant is proposing to dedicate 37-feet of right-of-way width along NE 28th Street which would allow for construction of the full 23-foot wide paved surface with a 6-foot wide planter strip, and a 6-foot wide sidewalk. The existing ROW half-width is 30-feet. With this ROW dedication, the new ROW half-width would be 37-feet.

Per Clark County's property information center, the combined parcels are a total of 35.38 acres. Both acreages conflict with the information shown on plan sheet PL1 of the preliminary plat. Prior to final plat approval, the acreage conflict as shown on the preliminary plat is to be addressed and conditioned as such.

ROW dedication acreage along the frontage improvements for Lot 8 and Tracts C and D, on NE 28th Street, does not appear to be included in the calculations shown on the preliminary short plat. Prior to final plat approval, the right-of-way table on the preliminary plat is to be revised to include all applicable acreage associated with the short plat and conditioned as such.

[Access Spacing]: Per *Camas Design Standards Manual (CDSM) Table 3 – Access Spacing Standards*, the minimum access spacing requirements on a roadway classified as a collector is a minimum of 330-feet and a maximum of 600-feet and on roadway classified as an arterial it is a minimum 660-feet and a maximum 1,000-feet.

- The roadway classification for NE Ingle Road is as a collector. The proposed access location to 'A' Street is approximately 970-feet north of the intersection of NE Ingle Road and NE 28th Street. The location of 'A' Street exceeds the maximum access spacing standard of 660-feet for a collector; however due to the location of the wetlands and wetland buffer (Tract C) located in the southern corner, the proposed access location for 'A' Street is supported by the City Engineer.
- The minimum intersection setback from a collector is 110-feet. The intersection of proposed 'A' Street with proposed 'B' Street from NE Ingle Road is approximately 770-feet. Staff finds this meets the minimum access spacing standards for an intersection setback.

- The roadway classification for NE 28th Street is as an arterial. The proposed access location to 'B' Street is approximately 670-feet east of the intersection of NE Ingle Road and NE 28th Street. Staff finds the location of 'B' Street meets the minimum access spacing standards for an arterial and is therefore approved.
- The minimum intersection setback from an arterial is 300-feet. The intersection of proposed 'B' Street with proposed 'A' Street from NE 28th Street is approximately 500-feet. Additionally, the intersection of proposed 'B' Street with NE Boxwood is approximately 540-feet. Staff finds these distances meet the minimum access spacing standards for an intersection setback.
- Future access spacing standards for Lots 1 through 8 will be addressed at time of development application.

Private Roads:

The proposed short plat development does not include any private roads. If applicable, future development improvements for Lots 1 thru 8 would be required to comply with the private street standards, per *CMC 17.19.040.B. Table 1 – Minimum Private Street Standards*.

FINDING: Staff finds that the proposed development can or will meet the City's road standards.

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

[Utilities]: Public utilities will be required for this development. All utilities are to be installed underground, per CMC 8.52.040 and CMC 17.21.050.

[Street lighting]: Street lighting does not currently exist along either street frontages for the proposed short plat. At the time of frontage development along Tracts A, B, C, D, and Lots 1 thru 8, LED street lighting will be required along all street frontages: NE Ingle Road, NE 28th Street, proposed 'A' Street, proposed 'B' Street, and 'South Public Avenue' in accordance with the Engineering Design Standards for Street Lighting as noted in the Camas Design Standards Manual (CDSM).

Additionally, the frontages along NE Ingle Road and NE 28th Street are designated as primary gateways, per the 2016 Transportation Comprehensive Plan. Street lighting fixtures, fencing, retaining walls, and landscaping should be consistent with existing frontage improvements along previous phases of the Green Mountain PRD.

[Street Trees and landscaping]: The preliminary landscape/street tree plan identifies street trees every 30-feet within a 6-foot planter strip along NE Ingle Road from the north boundary of Lot 1 to its intersection with NE 28th Street and heads east along NE 28th Street that terminates at the east boundary of Lot 8. Staff finds the applicant will need to submit a final landscape plan to include the street trees associated with the required street frontage improvements for this short plat as described under the "Road Frontage Improvements" section of this staff report.

Storm drainage facilities located within thirty feet of a street should be landscaped with a ten-foot L2 landscape buffer per CMC 17.19.030.F.6. The applicant provided a preliminary landscape plan showing a landscape buffer along the west boundary of Tract A adjacent to NE Ingle Road and the east boundary of Tract B adjacent to proposed 'B' Street and should be shown on the final landscape plan.

Staff recommends a condition of approval that prior to final engineering plan approval, the applicant 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. All landscaping, including street trees, should be installed, or bonded for prior to final acceptance.

FINDING: Staff finds that, as conditioned, the applicant can or will make adequate provision 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;

[Dedications]: The applicant for the short plat development has proposed to dedicate the following right-of-way widths:

- 37-feet of right-of-way width along NE Ingle Road and NE 28th Street in order construct the required half-width road improvements along the frontage of the proposed short plat;
- 60-feet of right-of-way width required to construct the proposed public roads 'A' Street and 'B' Street;
- 26-feet of right-of-way width along the south side of the GM PRD Pod B1's future 'South Public Avenue' required to complete construction of the full 52-foot wide public street which will provide for vehicular and pedestrian access to both GM PRD Pod B1 and Urban Village Lot 2.

[Easements]: A public access easement will be required for sections of the 6-foot wide paved pedestrian trail located within any portion of Tracts A, B, C or D, including the BPA right-of-way. The critical areas in Tracts C, D and E, including the pedestrian trails, should be owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD. and conditioned as such.

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

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

Traffic Impact Analysis: A traffic impact analysis is required when the projected number of trips are in excess of 199 VPD (vehicles per day). The proposed 8-lot short plat development would not, on its own, generate an excess of 199 VPD until future site development of Lots 1 thru 8 is proposed. Therefore, a traffic impact analysis is not required for the purposes of short platting.

FINDING: Staff finds that although a traffic impact analysis is not required for short platting, a traffic impact analysis will be required with the future site development of Lots 1 thru 8.

6. The design, shape and orientation of the proposed lots are appropriate to the proposed use for which the lots are intended;

Per the approved Green Mountain Mixed Use PRD Master Plan, the Urban Village Area is a commercial, mixed use and residential community center totaling 35.40-acres that include Pods H, A1, A2, A3 and B5. The different Pods have densities and dimensional standards relative to current city zoning designations with flexibility built into them with the approved Development Agreement. For example, Pod H is earmarked as a Community Commercial (CC) zone with a required minimum 8.8-acres reserved for ground floor commercial uses, which the applicant has shown with the proposed short plat. Pods A and B are intended to be in line with the higher density standards in the code (MF-18 and 24) and with their respective density and dimensional standards outlined in the approved Development Agreement.

The Urban Village is proposed with eight (8) lots to include lots 3, 4, 5 and 6 for future commercial uses and lots 1, 2, 7 and 8 for future residential uses. All proposed lots meet the minimum lot size required with this short plat for their respective zones and will have vehicular access onto a public street. Subsequent land use permit approvals will be required for future site development on lots 1-8.

FINDING: Staff finds that the Urban Village lot layout as proposed is appropriate for the future uses as required per the approved Green Mountain Master Plan PRD.

7. Provisions are made for the maintenance of commonly owned private facilities;

The proposed short plat development, on its own, does not intend to construct a commonly owned privately facilities. However, there are two future storm facility tracts, Tract A and Tract B, which have been designated for the use of future proposed Urban Village Lots 1 thru 8, and Green Mountain PRD Pod B1, which will be constructed as commonly owned private facilities.

Staff finds a condition of approval is required that the responsibility for ownership and maintenance of the storm facilities located on Tracts A and B is to be noted on the plat as follows:

- The storm facility proposed for Tract A will be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
- The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village.

An access easement will be granted to the City of Camas, across both Tract A and Tract B, for inspections purposes and conditioned as such.

FINDING: Staff finds that adequate provisions for maintenance of commonly owned private facilities can or will be made as conditioned by the applicant at the time of site plan approval.

8. The short plat complies with the relevant requirements of the Camas land development code and zoning codes, and all other relevant local regulations;

FINDING: Staff finds, as conditioned, the preliminary short plat can or will meet the relevant requirements of Title 16 Environment, Title 17 Land Development, and Title 18 Zoning, including the previously approved Development Agreement for the Green Mountain Mixed Use PRD Master Plan, as discussed throughout this report. Staff also finds the proposed development can and will meet all other relevant requirements for stormwater and erosion control per CMC Title 14. The final plat will be processed in accordance with the requirements of CMC 17.21.060.

9. That the plat meets the requirements of Chapter 18.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.

FINDING: Staff finds, as conditioned, the preliminary short plat can or will meet the relevant requirements RCW Chapter 18.17 and other applicable state and local laws, which were in effect at the time of preliminary plat approval, as discussed through this report.

CONCLUSION

Based on the above findings and discussion provided in this staff report, staff concludes that the Green Mountain Urban Village Short Plat (SP20-02) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

CONDITIONS OF APPROVAL

Standard Conditions:

1. Engineering site improvement plans shall be prepared 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 Engineering Department for review and approval.

3. Community Development Engineering shall collect a total 3% plan review and construction inspection (PR&CI) fee for the proposed development.
 - a. A preliminary construction estimate shall be submitted to the Engineering Dept. prior to submittal of plans for first review. The estimate will be reviewed and the 1% plan review (PR) fee shall be due at time of plan submittal.
 - b. The 2% construction inspection (CI) fee shall be paid prior to the construction plans being signed and approved. Under no circumstances will the applicant be allowed to begin construction prior to approval of the engineering construction plans and scheduling of the pre-construction meeting.
4. Staff finds the SEPA DNS comments submitted by local agencies shall be complied with.
5. In the event any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease and the applicant shall notify the City and the Department of Archaeology and Historic Preservation (DAHP).
6. 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.
7. Final as-built construction drawing submittals shall meet the requirements of the CDSM.
8. Prior to construction, temporary fencing shall be installed that clearly marks in the field the critical area buffers and shall remain throughout permitted construction activities.
9. Subsequent land use permit approvals are required for future development on lots 1-8.
10. Building permits shall not be issued until this short plat has been granted Final Acceptance and the final short plat is recorded and approved by the Planning, Engineering, Building, and Fire Departments.
11. This decision expires in 7 years if the final short plat is not recorded.
12. The time for completion shall not exceed two years from the date of final approval of the short plat in accordance with CMC 17.21.040.A.1.

Special Conditions:

Prior to Final Engineering Plan Approval:

13. Prior to final engineering plan approval, the applicant shall submit a supplemental memo to the *Bank Use Plan* addressing how the wetland buffer activities in Wetlands I and J are in compliance with Section 16.53.050(C)(1)(a) *Lower Impact Land Uses* (i and ii) and (b) *Restoration*.
14. Prior to final engineering plan approval, the applicant shall submit a revised trail plan for city review and approval that also shows the following:
 - a. The location of the trail in relation to critical area buffers,
 - b. The trail in Tract D extend west, across 'B' Street, and connect to the trail adjacent to Tract C, and
 - c. The new trail system is to be 6-feet wide and paved.
 - d. Construction of new trail surfaces within the critical area buffers shall consist of pervious surfaces and not exceed 6-feet wide.
15. Prior to final engineering plan approval, the applicant shall submit to the city for review and approval a final mitigation plan that also addresses any trail impacts to critical areas.

16. Prior to final engineering plan approval, the applicant shall submit to the City for review and approval a final landscape plan consistent with the landscaping standards in CMC Chapter 18.13 and include plantings from the City's approved plant list. The final landscape plan shall include the landscaping for the stormwater facilities per CMC Chapter 17.19.030.F.6 and street trees associated with the required street frontage improvements.
17. Prior to final engineering plan approval, for Lots 1, 2, 3, and/or 4, that the applicant is to verify that the existing 8-inch stubs off of NE Ingle Road are adequately sized for future development, prior to extending the water main to proposed 'A' Street.
18. Prior to final engineering approval, the applicant shall revise the preliminary plans for Tracts A and B with the following revisions:
 - a. Final grading for Tracts A and B is not to encroach on Lots 3 and 4.
 - b. As indicated on the preliminary plans a retaining wall is to be designed and constructed along the property lines between Lots 3 and 4 and Tracts A and B.

The following conditions are tied to the proposed lots when site plan development occurs. Prior to Final Engineering Plan Approval for Lots 1-8 application submittals:

19. Responsibility for water improvements in 'A' Street for Lots 1, 2, 3, and 4 shall be as follows:
 - a. If Lots 1 and/or 2 develop first, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 3 and 4, in accordance with CMC 17.19.040.
 - b. If Lots 3 and/or 4 develop first, those applicants will be required to extend the water main from the existing water stub off from NE Ingle Road through 'A' Street to the intersection with 'B' Street, and to provide water service stubs to Lots 1 and 2, in accordance with CMC 17.19.040.
 - c. If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the water main from the existing water stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a water service stub to applicable lot to the north or south, in accordance with CMC 17.19.040.
20. Responsibility for water improvements in 'B' Street for Lots 5, 6, and 7 shall be as follows:
 - a. If Lot 5 develops ahead of Lots 6 and/or 7, those applicants will be required to extend the water main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
 - b. If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the water main through proposed 'B' Street, tie into the existing water stub off NE Boxwood Street, and to provide water services to Lots 5, 6, and 7, in accordance with CMC 17.19.040.
21. Responsibility for providing an 8-inch water service from NE 28th Street to Lot 8 shall be as follows:
 - a. The applicant for Lot 8, shall be required to provide a minimum 8-inch water service stubbed from the 12-inch water main located in NE 28th Street to Lot 8. A 10-foot separation shall be provided between the water and sewer stubs to Lot 8 and surface restoration on NE 28th Street shall be in accordance with the *Camas Design Standards Manual*.
22. Responsibility for irrigation stubs for Tracts A and B shall be as follows:
 - a. Construction of the storm facilities shall require private irrigation services to be stubbed to storm facility tracts A and B in order to provide for an irrigation system for the street trees

required along the frontage improvements and for the landscaping on both storm facilities on Tracts A and B. The irrigation services shall be stubbed from the existing water mains in NE Ingle Road and NE 28th Street and surface restoration shall be in accordance with the *Camas Design Standards Manual*. The private irrigation meters and irrigation systems shall be owned and maintained by Lots 1 thru 8 of the Urban Village.

23. Prior to engineering plan approval, a final drainage analysis shall be submitted to the city for review and approval and shall address the acreage discrepancy.

24. Responsibility for stormwater conveyance system improvements in 'A' Street, which are separate from the required improvements for Tracts A thru D, shall be as follows:

- If Lots 1 or 3 develop first, those applicants will be required to construct the stormwater conveyance system in 'A' Street to discharge stormwater via NE Ingle Road to the Tract A Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals in accordance with CMC 17.19.040.
- If Lots 1 and/or 2 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the stormwater conveyance system from NE Ingle Road through 'A' Street to approximately 60-feet east of the west property line of Lot 4 in accordance with CMC 17.19.040. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2 and 4.

25. Responsibility for stormwater conveyance system improvements in 'B' Street, which are separate from the required improvements for Tracts A thru D, shall be as follows:

- If Lots 2, 4, and/or 5 develop first, those applicants will be required to construct the stormwater conveyance system from the northern property line of Lot 5 south through 'B' Street, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to discharge into the Tract B Storm Facility. Said stormwater improvements will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop first, those applicants will be required to extend the stormwater conveyance system through 'B' Street from Lot 7, approximately 190-feet west of the intersection of 'B' Street & 'A' Street, and south through 'B' Street to the Tract B Storm Facility. Said stormwater improvement will include manholes, catch basins, treatment vaults, and storm laterals stubbed to Lots 2, 4, and 5 in accordance with CMC 17.19.040.
- When Lot 8 develops, the applicant will be required to construct the stormwater conveyance system within NE 28th Street, from the eastern most property boundary, to the intersection of NE 28th Street and 'B' Street, in order to discharge into the Tract B Storm Facility, in accordance with CMC 17.19.040.

26. The storm facility proposed for Tract A will be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

27. The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

28. An access easement shall be granted to the City of Camas, across both Tract A and Tract B, for inspections purposes.

29. Responsibility for sanitary sewer disposal improvements in 'A' Street for Lots 1, 2, 3, and/or 4 shall be as follows:

- If Lots 1 and/or 2 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road through proposed 'A' Street and to provide sanitary sewer laterals for Lots 3 and 4, in accordance with CMC 17.19.040.
- If Lots 3 and/or 4 develop first, those applicants will be required to extend the sanitary sewer main from the stub off NE Ingle Road, through proposed 'A' Street, and to provide sanitary sewer laterals for Lots 1 and 2, in accordance with CMC 17.19.040.
- If Lots 1 and/or 3 develop ahead of Lots 2 and/or 4, those applicants will be required to extend the sanitary sewer main from the existing stub off NE Ingle Road through 'A' Street to the eastern most property line of said Lot and to provide a sanitary sewer lateral to the applicable lot to the north or south, in accordance with CMC 17.19.040.

30. Responsibility for sanitary sewer disposal improvements in 'B' Street for Lots 5, 6, and/or 7, shall be as follows:

- If Lot 5 develops ahead of Lots 6 and/or 7, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to the northern most property line of Lot 5, in accordance with CMC 17.19.040.
- If Lots 6 and/or 7 develop ahead of Lot 5, those applicants will be required to extend the sanitary sewer main through proposed 'B' Street to Lot 7, and to provide sanitary sewer laterals to Lots 5, 6, and 7, in accordance with CMC 17.19.040.

31. Responsibility for providing a sanitary sewer disposal lateral from NE 28th Street to Lot 8, shall be as follows:

- The future applicant for Lot 8 will be required to tap the sanitary main located in NE 28th Street and extend a sanitary sewer lateral to Lot 8. There is to be a minimum 10-foot separation between the sanitary sewer lateral and water service, and surface restoration requirements will be in accordance with the *Camas Design Standards Manual*.

32. Responsibility for half-width street improvements for Tract A shall be as follows:

- The applicants for Lots 1 and/or 3 shall construct full half-width improvements along the frontage of Tract A on NE Ingle Road, complete intersection improvements at NE Ingle Road and NE 28th Street, and for a minimum of 150-feet along NE 28th Street along Tract C.

33. Responsibility for half-width street improvements for Tract B shall be as follows:

- The applicants for Lots 2, 4, 5, 6, 7, and/or 8 will be required to construct full half-width improvements on NE 28th Street along Tracts B, C, and D, and on proposed 'B' Street along Tracts B and D. Additionally, if Tract A has not been constructed, the applicants for Lots 2, 4, 5, 6 and/or 7 will be required to construct the full half-width improvements at the intersection of NE 28th & NE Ingle Road, and for a minimum of 150-feet north along NE Ingle Road

34. Responsibility for half-width street improvements for Lots 1 and/or 2 shall be as follows:

- Development of Lots 1 and/or 2 shall construct full half-width improvements on NE Ingle Road from the northern property line of Lot 1, which abuts future GM PRD Pod B1, to the northern property line of Tract A, including curb radii on both sides of proposed 'A' Street. Additionally, Lots 1 and/or 2 shall construct full half-width frontage improvements on proposed 'A' Street to the intersection with proposed 'B' Street.

- b. Development of residential Lots 1 and/or 2 shall complete the half-width street improvements along the south side of future South Public Avenue located in GM PRD Pod B1.

35. Responsibility for half-width street improvements for Lots 3 and/or 4 shall be as follows:

- a. If development of Lots 3 and/or 4 were to precede the development of Lots 1 and 2, then Lots 3 and/or 4 shall complete the full half-width improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A.
- b. If development of Lot 3 was to precede Lot 4, Lot 3 shall construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A and along the frontage of proposed 'A' Street to the property line of Lot 4.
- c. If development of Lot 4 was to precede Lot 3, Lot 4 shall construct full half-width frontage improvements on NE Ingle Road from the intersection of 'A' Street and NE Ingle Road south to the north property line of Tract A, along the frontage of proposed 'A' Street, and along the frontage of proposed 'B' Street to the north property line of Tract B.

36. Responsibility for half-width street improvements for Lots 5 and/or 6 shall be as follows:

- a. If development of Lot 5 was to precede development of Lot 6, the applicant for Lot 5 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 5 and half-width frontage improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.
- b. If development of Lot 6 was to precede development of Lot 5, the applicant for Lot 6 will be required to construct full-width road improvements on proposed 'B' Street from the intersection with 'A' Street to the northern property line of Lot 6 and half-width frontage improvements on proposed 'B' Street from the intersection with 'A' Street to the north property line of Tract D.

37. Responsibility for half-width street improvements for Lot 7 shall be as follows:

- a. If Lot 7 develops after Lots 5 and/or 6, the applicant for Lot 7 will required to complete the full-width road improvements on the northern end of proposed 'B' Street, from the northern property line of Lot 6, which is to include completion of the intersection connection to NE Boxwood Street.
- b. If development of Lot 7 was to precede Lots 5 and 6, Lot 7 shall construct full-width road improvements including the intersection connection with NE Boxwood Street and proposed 'B' Street to the intersection with proposed 'A' Street.

38. Responsibility for half-width street improvements for Lots 8 shall be as follows:

- a. The applicant for Lot 8 shall construct the full half-width improvements along the frontage of Lot 8 on NE 28th Street.

Prior to Final Short Plat Approval:

39. Prior to final short plat approval, for the culvert crossing on 'B' Street, permits shall be obtained from the applicable agencies (e.g. Army Corps of Engineers and the Washington Department of Ecology).

40. Prior to final short plat approval, the applicant shall provide the stubs for the future water mains, from NE Ingle Road and NE 28th Street, to the curb radii of proposed 'A' Street and 'B' Street.

41. Prior to final short plat approval, the applicant shall construct the storm facilities located on Tracts A and B, including the stormwater conveyance systems proposed in NE Ingle Road and NE 28th Street, including storm laterals to Lots 1 and 3, stubs to 'A' Street and 'B' Street, and the associated half-width frontage improvements on NE Ingle Road along Lots 1 and 3, the northeast corner of the intersection of NE Ingle Road and NE 28th Street, on NE 28th Street along Tracts C and D, and on proposed 'B' Street along Tracts B, C, and D.
42. Prior to final short plat approval, the applicant shall construct the stormwater conveyance system in NE Ingle Road including the associated half-width frontage improvements.
43. Prior to final short plat approval, the applicant shall construct sanitary sewer laterals that have been stubbed to future Lots 1 and 3, and the future sanitary sewer from NE Ingle Road and NE 28th Street, have been stubbed to the curb radii of proposed 'A' Street and 'B' Street.
44. Prior to final short plat approval, the applicant shall complete the half-width improvements on NE Ingle Road along Lots 1 & 3 and Tracts A & C, the northeast quadrant of the intersection of NE Ingle Road and NE 28th Street, NE 28th Street along Tracts C and D, the curb return radii at proposed 'A' Street and 'B' Street, and the frontage along Tracts B, C, and D on proposed 'B' Street.
45. Prior to final short plat approval, the acreage discrepancy from the preliminary plat shall be addressed.
46. Prior to final short plat approval, the right-of-way table on the preliminary plat shall be revised to include all applicable acreage associated with the short plat.
47. The proposed pedestrian trails within Tracts A, B, C and D, and within the BPA right-of-way that links to the existing pedestrian trail within Green Mountain Phase 2, shall be installed prior to final short plat approval. The segments of trails outside of these tracts within Lots 1-8 shall be constructed with their respective land development applications.
48. A note shall be added to the face of the final plat that the public pedestrian access easement across the trails located in Tracts A, B, C, D, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
49. Prior to final short plat approval, permanent signs and fencing shall be installed at the edge of the critical area buffers per CMC 16.51.210.B and C. Sign and fencing specifications shall be submitted to the City for review and approval prior to installation.
50. Prior to final short plat approval, a conservation covenant shall be recorded with the County to ensure long-term preservation of the critical areas and their associated buffers, including maintenance of any mitigation actions, per CMC 16.51.240. A copy of the recorded conservation covenant document shall be submitted to the City prior to final short plat approval.
51. The applicant shall submit a mitigation bond in an amount deemed acceptable by the City to ensure the stream mitigation is fully functional per CMC 16.51.250 prior to final short plat approval.
52. A note shall be added to the face of the final plat that critical areas located on Tracts C, D and E shall be owned and maintained, in their natural state as described in the mitigation plans, by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
53. A note shall be added to the face of the final plat that the storm facilities located on Tract A shall be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1

subdivision, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

54. The storm facility proposed for Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
55. Access easements across both Tracts A and B shall be granted to the City of Camas for inspection purposes.
56. Prior to final short plat approval, street names shall be reviewed and approved by the Building Department.
57. Prior to final short plat approval, the applicant shall complete all required site improvements or provide financial security pursuant to CMC 17.21.060.E.3.

Prior to Final Acceptance:

58. Landscaping within the stormwater facilities, including street trees, shall be installed or bonded for prior to final acceptance.

PLAT NOTES

1. Storm Facility Tract A and Storm Facility Tract B shall be owned and maintained by the following lots:
 - a. Tract A shall be owned and maintained by Lots 1, 2 and 3 of the Urban Village; and the Green Mountain PRD Pod B1 subdivision, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain.
 - b. Tract B will be owned and maintained by Lots 2, 4, 5, 6, 7, and 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
2. An access easement is hereby granted to the City of Camas across the storm facility tracts, Tract A and Tract B, for purposes of inspections.
3. Tract C, D and E are critical areas and shall be maintained in their natural state as described in the mitigation plans and owned and maintained owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.
4. The public pedestrian easement across trails located in Tracts A, B, C, D, and within the BPA right-of-way, shall be owned and maintained owned and maintained by Lots 1 thru 8 of the Urban Village, or an HOA or similar entity that operates for the benefit of the Urban Village and/or the entire Green Mountain PRD.

Decision Issued: January 14, 2021

Decision Expires: January 14, 2028



Lauren Hollenbeck, Senior Planner
Community Development Department

Appeals: This is a Type II Decision and is appealable to the Hearings Examiner pursuant to CMC18.55.200. All appeals are initiated by filing a notice of appeal with the director (City Hall, 616 NE 4th Ave.) within fourteen (14) days of issuance of the decision being appealed. The notice of appeal shall be in writing, include the appeal fee of \$399.00, and contain the following information:

- (1) *Appellant's name, address and phone number;*
- (2) *Appellant's statement describing his or other standing to appeal;*
- (3) *Identification of the application which is the subject of the appeal;*
- (4) *Appellant's statement of grounds for the appeal and the facts upon which the appeal is based;*
- (5) *The relief sought, including the specific nature and extent;*
- (6) *A statement that the appellant has read the notice of appeal and believes the content to be true, followed by the appellant's signature.*