

**STAFF REPORT**  
**The Village at Camas Meadows Subdivision**  
 File No. SUB15-04  
 (related file nos. SEPA15-18, ARCH16-04)

Staff Report Date: June 7, 2016

*(this page and the exhibits list page was revised from the staff report with the June 16, 2016 hearing date)*

TO: Hearings Examiner HEARING DATE: July 7, 2016

PROPOSAL: To subdivide 19.5 acres into approximately 31 single family attached lots, 46 single-family detached lots, and a future development tract for a 138 multi-family apartment unit residential subdivision development.

LOCATION: The site is located east of NW Payne Street between NW Lake Road and NW Camas Meadows Drive in the SW ¼ of Section 28, Township 2 North, Range 3 East, of the Willamette Meridian; and described as tax parcel 175951-000.

APPLICANT: Harb Engineering, Inc. Contact: Gus Harb  
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 Vancouver, WA 98660

APPLICATION SUBMITTED:	September 30, 2015; resubmitted December 21, 2015	APPLICATION COMPLETE:	December 21, 2015
STATE ENVIRONMENTAL POLICY ACT (SEPA):	The City reissued a SEPA Mitigated Determination of Non-significance (MDNS) May 17, 2016, with a comment and appeal period that ended on May 31, 2016. The modified SEPA MDNS was mailed to property owners and published in the Post Record on May 17, 2016. Legal publication #560559.		
PUBLIC NOTICE:	Notice of Application mailed to property owners within 300 feet of the site on January 15, 2016, and published in the Post Record on January 19, 2016. Legal publication #552252. The City re-noticed the public hearing notice, which was mailed to property owners June 20, 2016 and published in the Post Record on June 21, 2016. Comment period ends on July 7, 2016, at 2:00 p.m. Legal publication #563092.		
<b>APPLICABLE LAW:</b> The application was submitted <b>on September 30, 2015</b> , and the applicable codes are those codes that were in effect at the date of application. Camas Municipal Code Chapters (CMC): Title 16 Environment, Title 17 Land Development; and Title 18 Zoning; Specifically (not limited to): Chapter 17.11 Subdivisions, Chapter 17.19 Design & Improvement Standards; Chapter 18.07 Use Authorization, Chapter 18.09 Density and Development, Chapter 18.55 Administrative Provisions, and Chapter 3.88 (Impact Fees). [Note: Citations from Camas Municipal Code (CMC) are indicated with <i>italicized</i> type.]			

## I. BACKGROUND

Application has been made to the City of Camas for preliminary plat approval for a 77-lot single-family residential subdivision and a future development tract for 138 multi-family residential apartment units located southeast of the Camas Meadows Golf Course club. The preliminary plat proposal would segregate 19.5 acres into three phases. Phase 1 consists of 31 single-family attached lots with an average lot size of approximately 3,000 square feet and Phase 2 consists of 46 single-family detached lots with an average lot size of 5,100 square feet. Phase 3 includes 138 multi-family apartment units to be housed in 10 buildings. The proposal includes an open space area, public access roads, a trail and public roads that are accessed off of NW Camas Meadows Drive and NW Payne Road.

NW Camas Meadows Drive and NW Payne Road border the property to the north and west. Single-family residential homes abuts the property to the south and east. The subject property is zoned Multi-Family Residential (MF-18) including property to the west. Property to the north is zoned Business Park (BP) and Single-Family Residential (R-15), to the south and southwest are zoned Regional Commercial (RC), to the southeast are zoned Single-Family Residential (R-7.5). The site gradually slopes downwards from the south to north with a steeper slope in the middle of the property. There are several large fir and alder trees located throughout the site. There is one existing building on the property, which will be demolished with the development.

***The application did not include Site Plan Review as required per CMC Chapter 18.18 or Design Review as required per CMC Chapter 18.19. As such, Phase 3 for the 138 apartment unit complex will not be reviewed with this application and instead Phase 3 shall be shown as a future development tract on the final plat.***

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

## II. ANALYSIS AND FINDINGS OF FACT FOR SUBDIVISION APPROVAL CRITERIA CMC§17.11.030(D)

1. CMC§17.11.030(D) The proposed subdivision is in conformance with the Camas Comprehensive Plan, Parks and Open Space Comprehensive Plan, Neighborhood Traffic Management Plan, and any other City adopted plans.

### Comprehensive Plan

The subject property is designated as Multi-Family High in the City's Comprehensive Plan, which includes the Multi-Family Residential (MF-18) zone designation. Single-family attached and detached dwellings including apartments are allowed uses in the Multi-Family Residential zone under CMC 18.07.040 Table 2. To facilitate alternative housing choices, affordable housing and ageing readiness within the City of Camas, accessory dwelling units (ADU's) are an allowed use within the residential zones and should not be precluded in CC&R's. The comprehensive plan supports the subdivision through Housing Goal 1, "To increase opportunities in housing diversity by promoting the creative and innovative use of land designated to residential and commercial use" and Housing Policy HO-4, "Encourage new residential development to achieve a substantial portion of the maximum density allowed on the net buildable acreage". The proposed subdivision will help accommodate the projected growth through utilization of existing land. The proposed houses, when built, will provide housing opportunities to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan.

### Parks and Open Space Comprehensive Plan

The City of Camas adopted and updated the Parks, Recreation, and Opens Space (PROS) plan in 2014. The subject site is generally located in an area identified by the PROS as needing a Neighborhood Park

(NP-1). Like most capital facility plans, the PROS is intended to act as a general guideline as to where to locate key facilities. One of the key criteria for citing a neighborhood park is as follows:

“Neighborhood park sites should be 5 to 10 acres in size. The minimum size for neighborhood parks is 3 acres when land constraints do not allow a larger site.”

The City of Camas Parks and Recreation Manager assessed the site and determined that it does not meet the necessary criteria for a successful neighborhood park site. As such, the applicant is not required to provide any parks and recreational open space to the public. The applicant is strongly encouraged to provide private recreational amenities to serve the proposed neighborhoods, but is not required.

Although there are no trails identified on the subject property per the PROS Plan, the applicant is proposing to construct a 6-foot wide pedestrian pathway that connects the proposed sidewalk in NW Orchid Street in Phase 2 with the proposed sidewalk in NW Magnolia Circle in Phase 1. Per the applicant’s narrative at page 5, a colored pedestrian crossing at the entrance to Phase 1 will connect this development with the proposed future development north of Camas Meadows Drive and if feasible to the existing trail at Lacamas Lake.

#### Neighborhood Traffic Management Plan

The Neighborhood Traffic Management Plan (NTM) identifies the need for installation of acceptable traffic calming features when a proposed development will generate 700 Average Daily Trips (ADT) or more. The submitted Transportation Impact Analysis (TIA), dated June 6, 2016 submitted by H. Lee & Associates, PLLC indicates that this project will generate 1,651 ADT.

The applicant is proposing to install the narrower public street standard B of Table 17.19.040-2, which consists of a 52 foot wide public right of way (ROW) with 28 feet of paved surface width for the interior streets of proposed Phase 1 and Phase 2. The narrower public street standard will help to reduce traffic speeds and is considered a traffic calming feature. The applicant also submitted an exception request to the minimum 70 foot centerline radius standard of CMC 17.19.040 (B, 12 c.) and is proposing 50 foot centerline curve radii in Phases 1 & 2. This tighter street centerline radius will also help to promote traffic calming.

**Findings: Staff finds the submitted TIA clearly demonstrates the ADT threshold will be met and the proposed street system will provide adequate traffic calming features. Staff finds that the proposed project can or will be compatible with the aforementioned City adopted plans.**

*2. CMC§17.11.030(D) Provisions have been made for water, storm drainage, erosion control and sanitary sewage disposal for the subdivision that are consistent with current standards and plans as adopted in the Camas Design Standard Manual.*

Water: There is an existing 12 inch diameter public ductile iron pipe waterline located within NW Camas Meadows Drive and in NW Payne Road adjacent to the subject property.

The applicant is proposing to connect to the existing 12 inch ductile waterline located in NW Payne Road approximately 250 feet south of NW Camas Meadows Drive and extend an 8 inch diameter ductile waterline east through the Future Development Tract (FDT) and out to the proposed public street (NW Magnolia Loop) in Phase 1. The proposed waterline continues east and south through proposed Phase 1 in NW Magnolia Loop. At the southeast corner of NW Magnolia Loop the waterline tees and an 8 inch diameter ductile waterline continues south through the private access tract serving lots 15 through 18. At the south boundary of Phase 1 the waterline then turns east and continues along the south side of proposed lot 18 connecting into the existing 8 inch diameter dead end waterline located at the northerly

terminus of NW Larkspur Street. From said tee at the southeast corner of NW Magnolia Loop the waterline continues back to the west through phase 1 and then continuing west through the FDT. The water line continues west and north and loops back into the northerly leg of the water line in the FDT.

CMC 17.19.020 (A, 1) identifies the required improvements every developer is subject to. This section of code also adopts by reference the Camas Design Standards Manual (CDSM). Per the CDSM detail G7, Easement Design Notes, note #1 discourages the location of easements (and the utilities therein) between lots, along back lot lines, within open spaces or through other tract or parcels. Additionally, detail G6 prescribes minimum easement widths and as proposed along the south side of lot 18 the proposed waterline would require a minimum 15 foot easement which could have a negative effect of the available building area of lot 18.

Additionally, the proposed water system does not include a water line located within the NW Camas Meadows Drive extension east from NW Payne Road that would be used to serve adjacent properties and connect to the existing 8 inch diameter dead end water line located in NW Larkspur.

Staff finds that the applicant should be conditioned to extend an 8 inch diameter waterline from the intersection of NW Payne Road at NW Camas Meadows Drive easterly to the site entrance at NW Magnolia Loop in the proposed extension of NW Camas Meadows Drive. Additionally the applicant will need to extend the 8 inch diameter ductile waterline from NW Magnolia Loop east and south in the future NW Camas Meadows Drive extension to the northerly terminus of NW Larkspur Street and tie into the existing 8 inch diameter dead end waterline.

Storm Drainage: The applicant submitted a preliminary stormwater Technical Information Report (TIR) and preliminary storm plans for the proposed development. Additionally, the applicant will be providing phosphorus removal as required in Section 5.04 of the Camas Stormwater Design Standards Manual (CSDSM) for sites over one acre in size and located in the Lacamas watershed above Round Lake.

Historic stormwater flows from this site generally flow to the north and east into the existing sloped wetlands located north of the subject property. The developer of this project has been working with the development team of the Parklands at Camas Meadows project located north of the NW Camas Meadows Drive extension. Their combined plan is to release stormwater flows from both developments into the sloped wetlands after providing water quality treatment. The released stormwater will then sheet flow north through the wetlands to the lake.

Lacamas Lake is listed in the CSDSM and the 2012 Stormwater Management Manual for Western Washington (SMMWW) as a flow control exempt water body. Direct release of stormwater runoff without detention is allowed providing all of the criteria described in Volume I, Section 2.5.7 of the 2012 SMMWW can be met.

One of the criteria requires *"The project site must be drained by a conveyance system that is comprised entirely of manmade conveyance elements (e.g., pipes, ditches, outfall protection, etc.) and extends to the ordinary high water line of the exempt receiving water..."*

As proposed the release of the stormwater into the wetlands does not meet the criteria for direct release.

The applicant will be conditioned to provide an acceptable manmade conveyance system that delivers treated stormwater flows to the ordinary high water line of Lacamas Lake, provide an acceptable regional stormwater detention facility as allowed in CMC 17.19.040 (C, 3a) or provide a separate on-site detention facility to serve the subject property.

This proposed development and the proposed Parklands development to the north are not located adjacent to Lacamas Lake. The release of undetained stormwater flows from this site and the Parklands site into Lacamas Lake will require the undetained stormwater flows to cross the Camas Meadows Golf Course property. Staff finds that a perpetual stormwater easement across the golf course is warranted to protect and preserve the proposed stormwater outfall for both developments into the future should the direct release to Lacamas Lake be the stormwater option chosen and approved.

Staff finds that if the applicant elects to detain stormwater flows on site and release the detained flows at or below pre-developed runoff rates there will be no need of said perpetual easement across the golf course.

The applicant is proposing two separate onsite stormwater collection and conveyance systems to serve the proposed development. Storm system #1 is designed to collect and convey “dirty” stormwater from the site’s pollution generating impervious surfaces such as the roadways and parking areas. This water is conveyed to a water quality treatment swale located in the FDT just south of the ROW line of proposed NW Camas Meadows Drive extension. The treatment swale will contain amended soils that will provide the required water quality treatment and phosphorous removal. Once the polluted stormwater is treated in the proposed swale it will be conveyed to the north where it will be released to the existing sloped wetlands located on the Parklands at Camas Meadows site.

Storm system #2 is designed to collect and convey the “clean” stormwater runoff from the lawns, roofs and building footing drains. Staff finds that phosphorous is typically found in most lawn fertilizers and should not be directed to or collected in the “clean” stormwater system that will outfall with no treatment into the existing wetlands located north of this site.

The applicant will be conditioned to direct the stormwater runoff from the lots and landscaped areas into the proposed streets and/or into the proposed stormwater system #1 that will drain into a treatment swale in order to provide adequate phosphorus removal along with the required basic treatment prior to release.

CMC 17.19.020 (A, 1) adopts by reference the Camas Design Standards Manual (CDSM). Per the CDSM detail G7, Easement Design Notes, note #1 discourages the location of easements (and the utilities therein) between lots, along back lot lines, within open spaces or through other tract or parcels. As such, it appears to be feasible to direct the stormwater flows from proposed Phase 2 out to the future NW Payne Road ROW and north in the future roadway alignment of NW Payne Road rather than directing the stormwater flows through the FDT.

Staff finds that the applicant will be conditioned to locate the public stormwater lines serving the site in the proposed roadways to the greatest extent practical. Stormwater lines not located within the ROW should be located in a private easement and maintained by the homeowners association.

The stormwater runoff from the proposed NW Camas Meadows Drive improvement is proposed to be directed into water quality treatment swales and Filterra style catch basins located within the ROW of this street. The Filterra catch basins and the treatment swale will have amended soils that will provide basic treatment as well as phosphorus removal. These stormwater treatment facilities will appear as a landscape element and will blend with the landscaping that is proposed along the extension of NW Camas Meadows Drive. The stormwater treatment facilities in addition to the fencing and landscaping along the extension of NW Camas Meadows Drive shall be maintained by the HOA. Provisions for the maintenance of these stormwater treatment facilities shall be included in the CC&R’s at the time of final platting.

Erosion Control: The applicant will be required to provide adequate erosion control measures during the site improvements contemplated for this subdivision in accordance with adopted city standards. The applicant will need to submit Erosion Sediment Control plans to the city for review and approval prior to any ground disturbance.

Staff finds that CMC 17.21.030 requires submittal of an erosion control bond for ground disturbances of one acre or more. The Washington State Department of Ecology also requires site operators disturbing over one acre of land to file for and obtain an NPDES General Construction Stormwater Permit. CMC 14.06.030 (C) requires submittal of the Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of ground disturbance activities.

Staff finds that adequate provisions for erosion control can or will be made.

Sanitary Sewage Disposal: This particular area of Camas is served by a pressure sewer system. The upper Two Creeks at Camas Meadows sanitary sewer pump station is located north and west of the site near the Camas Meadows Golf Course club house.

Currently the applicant is showing a conventional gravity sewer system that is proposed to direct solids and effluent to the upper Two Creeks Pump Station. This pump station and surrounding pressure sewer system was not designed to convey solids, only the effluent. The applicant will be conditioned to make acceptable provisions for solids retention onsite using individual 1,500 gallon Septic Tank Effluent Pump (STEP) systems for all proposed single family attached lots and for all proposed single family detached lots in Phases 1 and 2.

Upon development of The Future Development Tract (FDT) the applicant will be required to design, install and maintain a private commercial STEP system acceptable to the City of Camas to serve this FDT when it does develop.

Existing wells, septic tanks and septic drain fields: CMC 17.19.020 (A 3) requires abandonment of existing wells, septic tanks and septic drain fields. Existing water wells shall be properly abandoned in accordance with State and County guidelines prior to final plat approval for the phase they may be located in. Transfer of any existing water rights to the City of Camas will also be conditioned as part of the abandonment. A condition of approval to this effect is warranted.

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

*3. CMC§17.11.030 (D) Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the Six-Year Street Plan, the Camas Design Standards Manual and other State adopted standards and plans;*

Exterior Roads:

[NW Payne Road]: Payne Road is an existing north-south private road located west of and adjacent to the subject property. The private road is located in a 30 foot wide tract and consists of a 20 foot paved road width with curbs on each side. The private road is not centered within the tract and is offset from the centerline of the tract by a distance of 2 feet to the west. There is an existing 12 inch diameter public waterline, a 10 inch diameter public pressure sewer mainline and a 12 inch diameter private storm line currently located within the roadway.

The City has met with the private road owner and discussed the potential dedication of this private roadway to the public. At the time of the writing of this staff report there has been no agreement between the parties as to the public dedication of this roadway.

Through the State Environmental Policy Act (SEPA) process a Mitigated Determination of Non Significance (MDNS) was issued. The mitigation measures identified through the SEPA process applicable to Payne Road are as follows:

- *Prior to final acceptance of any phase, the applicant shall dedicate right-of-way along Payne Road of sufficient width to provide for a minimum 30 foot half width right-of-way.*
- *Prior to final acceptance of Phase 2, the applicant shall construct the required roadway improvements along Payne Road for a minimum paved half width of 24 feet, which includes two 12 foot travel lanes, a planter strip and a 6 foot wide sidewalk.*
- *Prior to final acceptance of any phase, the applicant shall dedicate sufficient right-of-way to provide for a perpendicular intersection at Payne Road and NW Camas Meadows Drive. The perpendicular intersection shall be built prior to final plat approval of any phase and shall be a minimum half width improvement of 24 feet.*

In the future if Payne Road is dedicated to the public prior to final acceptance of any phase as identified in the SEPA mitigation measures above, the applicant would still be required to construct an acceptable half width street improvement on Payne Road and dedicate sufficient land to provide for an acceptable ROW width. This alternate frontage improvement would consist of a minimum 18 foot half width street improvement consisting of a 12 foot travel lane, a 6 foot bike lane, a minimum 4.5 foot planter strip and a 6 foot wide sidewalk.

Table 8A of the Traffic Impact Analysis (TIA) submitted by H. Lee & Associates PLLC dated June 6, 2016, identifies the study area intersections that were evaluated for Level of Service (LOS). The report finds that all off site intersections will operate at acceptable levels of service at the time of project build out in the year 2020 and as such no off site mitigation is recommended.

[NW Camas Meadows Drive Extension]: NW Camas Meadows Drive right of way (ROW) currently exists and is 74 feet in width. The applicant has no requirement to provide additional right of way for this particular roadway as sufficient ROW width currently exists. To date no actual street improvements have been constructed within the existing ROW of NW Camas Meadows Drive. At page 7 of the applicant's narrative, improvement of this street will be coordinated with the property owner to the north and the city.

Through the State Environmental Policy Act (SEPA) process a Mitigated Determination of Non Significance (MDNS) was issued. The mitigation measures identified through the SEPA process applicable to NW Camas Meadows Drive extension are as follows:

- *Prior to final acceptance of Phase 1 or 3, whichever comes first, the applicant shall construct the required roadway improvements along Camas meadows Drive for a minimum paved half width of 24 feet, which includes two 12 foot travel lanes, a planter strip and a 6 foot sidewalk.*
- *A minimum 10 foot wide tract shall be provided along the back of lots 1-18 abutting Camas Meadows Drive. The tract shall contain at a minimum a 10 foot wide landscape buffer strip along the back of the sidewalk, a wall or fence located 10 feet from the back of the sidewalk. An additional 10 feet in lot depth behind the wall or fence for a total of 20 feet shall also be provided.*
- *Prior to engineering plan and final plat approval, the applicant shall submit to the City for review and approval by the community development director or designee a landscaping and fencing plan for Camas Meadows Drive that includes a 10 foot wide landscape strip with minimum 2 inch*

*caliper trees every 30 feet on center, three foot tall shrubs that form a continuous screen, ground cover plants that fully cover the remainder of the landscaped area, and a six foot tall sight obscuring fence or masonry wall.*

[Street B of NDCMP]: The subject property is located within the North Dwyer Creek Master Plan (NDCMP) area of Camas. The NDCMP identifies required transportation and utility improvements that will eventually serve this area. NW Payne Street is identified in the plan as a future north-south roadway. There is also an east-west oriented street identified as Street "B" in the plan. Street "B" is located on and south of the applicant's property. The applicant indicates on page 5 of the narrative that right of way is provided along the south side of the parcel for a potential east/west future road. The applicant is proposing to dedicate the southerly 30 feet of land in Phase 2 for the required northerly half width street ROW dedication of Street "B". Although CMC 17.19.040.B requires half width improvements, staff finds there is no nexus to require these frontage improvements as the applicant is not adding any trips to this roadway.

#### Interior Roads:

[Phase 1]: The proposed public street in Phase 1 (NW Magnolia Loop) will meet the Public Street standard "A" of Table 17.19.040-2 of the CMC. The public road will be located within a 52-foot wide tract and will include 28 feet of pavement and two detached 5-foot wide sidewalks with a planter strip consistent with standard "A". At the entrance to Phase I is a proposed landscaped roundabout with two 14-foot lanes. Lots 15-18 will be accessed through a proposed 12-foot paved private road located within a 20-foot wide easement as indicated on Sheet P-07B and at page 7 of the applicant's narrative. The proposed private road will need to be placed in a tract per footnote 2 of CMC Table 17.19.040-1.

[Phase 2]: The proposed public streets in Phase 2 (NW Orchid Street, NW 60<sup>th</sup> Circle, NW 61<sup>st</sup> Court, and NW 62<sup>nd</sup> Circle) will also meet the Public Street standard "A" of Table 17.19.040-2 of the CMC as described above. Proposed Lots 9&10, 12&13, 28&29, 34&35, 37&38 will be accessed via separate 12-foot wide private roads within 20-foot wide private easements as shown on Sheet P-06. There is a provision in the code that requires the side lot lines to run radial to the curve of a curved street (i.e. cul-de-sac). As such, the side lot lines at the street for Lots 10&11, 13&14, 27&30, 33&34, 36&37 should be adjusted to comply with CMC 17.19.030.D.2, which will also require the 20-foot wide easement for the private roads to be realigned. The lot line and easement adjustments will need to be shown on the final plat for city review and approval. Alternatively, the proposed 20-foot wide private road easements could be placed in separate tracts to be owned and maintained by the Homeowner's Association. A condition to this effect is warranted.

Proposed Tract A and B on Sheet P-06 contain the existing private road NW Nightshade Street that is accessed off of NW Lake Road and serves the properties to the east. NW Nightshade Street is not proposed for access to The Village at Camas Meadows subdivision. Staff finds that NW Nightshade Street intersection spacing was evaluated between Payne Road and NW Parker Street and was found to be 500 feet in distance from either intersection. CMC 17.19.040(B 11) requires a minimum intersection spacing of 660 feet to 1,000 feet.

Road Connections: Per CMC 17.19.040.B.10, "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."

The proposed preliminary plat is lacking a circulation connection between the Phase 1 and 2 neighborhoods where adequate circulation into and out of neighborhoods is also identified as a City Comprehensive Plan Transportation Policy TR-6. To be in compliance, the public street in Phase 1 (NW



Magnolia Loop) should extend southwest and connect to the proposed public street in Phase 2 (NW Orchid Street). Staff finds a street connection between Phase 1 and Phase 2 shall be required prior to final engineering plan approval of any phase.

The proposed street names mentioned above and shown on the preliminary plat for both phases will need to be reviewed and approved by the building department prior to final plat approval. Per CMC 17.19.404.A.2, adequate and reasonable provisions will need to be made for the ownership, maintenance and repair for storm utilities and the proposed private streets. In accordance with the provisions of CMC 17.19.040.A.7, homes accessed from a private street require automatic sprinklers installed per NFPA 13D or 13R. Per CMC 17.19.040.A.9, the applicant should make adequate provisions for parking enforcement recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat and included in the CC&R's.

Road Extensions: CMC 17.19.040 (B 6a) requires where appropriate, streets shall extend to the boundaries of the plat to ensure access to neighboring properties. This code provision was identified to the applicant at the time of the pre application meeting and is also noted in the pre-application notes at Tab 8 of the application materials.

Currently the applicant is not proposing a street connection to Parcel #175973-000, located east of proposed Phase 2 and south of proposed Phase 1. Staff finds the applicant should be conditioned to provide an acceptable public street and utility connection to Parcel #175973-000 from either Phase 1 or 2.

Roadway Exception Requests: The applicant submitted three exception requests in accordance with the provisions of CMC 17.23, which are located at Tab 3 of the application materials.

The first exception request is to the requirements of CMC 17.19.030 (D 6) which requires a minimum 30 foot street setback for visible storm drainage facilities. The applicant is proposing to locate a water quality treatment swale just south of the south ROW line of the NW Camas Meadows Drive extension along the north side of the FDT.

Staff finds it premature to grant an exception to the requirements of CMC 17.19.030(D 6) at this juncture as it is not known what will eventually be developed on the FDT.

Staff would further note that as conditioned through the SEPA process the applicant will be required to locate a fence 10 feet behind the sidewalk of phase 1. If and when the FDT develops, staff finds it is likely that a similar fencing and landscaping condition will be imposed in order to maintain a consistent street scape along NW Camas Meadows Drive. A fence located 10 feet behind the sidewalk along the FDT with the swale located as proposed would place the fence in the treatment swale.

As such, staff does not support this exception request at this time.

The second exception request is to the provisions of CMC 17.19.040 (B 12c) that requires a minimum 70 foot centerline curve radius. The applicant is proposing 4 substandard street centerline radii, two of them are located in proposed phase 1 on NW Magnolia Loop and the other two are located in proposed phase 2 on each cul-de-sac street.

Staff agrees with the applicant that there are special physical conditions affecting the property such as the alignment of the existing NW Camas Meadows Drive ROW and the location of the Pacific Power Easement that bisects the site. Staff concurs with the applicant's assertions and supports the exception request for the use of 50 foot centerline curve radii providing that the applicant can demonstrate prior to final engineering approval that adequate sight distance provisions can or will be made. The applicant

should limit planting heights and vehicle parking within the sight distance easements over the lots and note any restrictions on the face of the plat. A condition of approval to that affect is warranted.

The applicant's third exception request is seeking relief from the requirements of the Traffic Impact Fee (TIF) update that requires a minimum intersection setback from an arterial street of 300 feet. The applicant is providing a roundabout at approximately 166 foot setback. The applicant has worked with staff regarding the minimum intersection setback. The purpose for the minimum setback requirement is to provide queuing space for vehicles trying to enter the arterial street without blocking onsite intersections with queued vehicles.

Staff finds the intersection setback spacing is acceptable due to limitation of all right turns at the roundabout and the reduced speeds coming out of the roundabout. Staff supports the applicant's exception request and finds that the applicant has met the intent of the TIF intersection setback requirements.

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

[Utilities and Street Lighting]: The proposed water, sanitary sewer, storm drainage systems are shown on the preliminary utility plans. The franchise utilities, (gas, power, telephone, cable, etc.), will be located underground as required within the 6' public utility easement that will be created over the proposed lots at the time of final platting.

LED Street lighting will be installed along all street frontages within and adjacent to the proposed development phase or phases at the time of site improvements of said phase or phases.

[Street trees and Landscaping]: The proposed street tree locations are shown on the Preliminary Street Lighting and Tree Plan, Sheets P-22 – P-25.

Phase 1: On Sheet 23, two street trees are proposed in the center of the roundabout located in NW Magnolia Loop, which is a public street. Landscaping should be provided within the roundabout as an enhanced entry feature into Phase 1. Design and final acceptance of the roundabout and any associated landscaping in Phase 1 should be reviewed for City approval prior to engineering plan approval.

The applicant will also be required to provide acceptable fencing and landscaping along Camas Meadows Drive and Payne Road in accordance with CMC 17.19.040.B.11.c. A provision to ensure the applicant's proposed design is fulfilled, is included as a SEPA condition.

A 0.52 acre open space area runs concurrent with an existing power line easement at the entrance to Phase 1. Sheet P-07A contains a photograph of proposed landscaping that include palm trees to be located within the proposed open space area. Vegetation to be utilized in landscaped areas should be native, low maintenance plantings and be in compliance with any applicable planting specifications required for the existing power line easement including the landscaping requirements in CMC Chapter 18.13. Further, this open space area should be placed in a separate tract and owned and maintained by the homeowner's association. A note on the face of the final plat is warranted.

Phase 2: CMC 17.19.030.F.1 requires a minimum of one 2" diameter tree planted in the planter strip or front yard of each dwelling unit. On Sheet P-22, 29 street trees are proposed within Phase 2 which contains 46 lots. As such, 17 additional street trees are required per CMC 17.19.030.F.1. If there is no room within the planter strip, the street trees should be located within the front yards of those lots accessed by a private road or abut a cul-de-sac (i.e. lots 8-15, 33-39, 28 and 29). The location of these trees should be shown on the final landscape plan.

[Parking]: The proposed average lot size falls below 7,400 square feet and as such, in accordance with the requirements of CMC 17.19.040 B 10c the applicant will need to make provisions for an additional

six-off street parking spaces in Phase 1 including an additional nine off street parking spaces in Phase 2 and is subject to the applicable landscaping requirements for parking areas in CMC 18.13.060. This requirement was noted to the applicant at the time of the pre-application meeting and is included in the pre-application notes at tab 8 of the application materials.

The proposed fencing, landscaping and street tree plantings discussed above should be included with the final engineering plan submittal for the site improvements and landscaping should be installed or bonded for prior to final plat acceptance of each phase.

**Findings: Staff finds that as discussed and detailed in the Staff Comments noted under approval criteria #2 above (Water, Storm Drainage, Sanitary Sewage Disposal), and per the submitted application materials, and as conditioned, the applicant can or will make adequate provisions for 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. CMC§17.11.030(D) Provisions have been made for dedications, easements and reservations;*

As noted in the application materials, the applicant can or will make adequate provisions for appropriate street dedications, stormwater easements, access tracts, private rear yard drainage easements and open space dedications as noted in the application materials.

A homeowner's association (HOA) will be required and a copy of the CC&R's for the development will need to be submitted to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&R's for maintenance of the storm drainage systems, street lighting, fencing, landscaping, irrigation, parking areas, private roads and tracts or easements outside of the City's right of way if applicable. Further, all necessary easements and dedications should be noted on the final plat.

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

*5. CMC§17.11.030(D) The design, shape and orientation of the proposed lots are appropriate to the proposed use.*

Lot sizes: The subject property is located within the MF-18 zone and the application meets the multi-family development standards of CMC §18.09.050 Table 3. The proposed lots exceed the minimum lot area of 2,100 square feet. The property immediately south of Phase 1 and east of Phase 2 is a lower density adjacent zone. Per CMC 18.09.080.B, the new lots along the common boundary needs to be the maximum lot size allowed of the zone designation with the new development. However, the MF-18 zone does not have a maximum lot area requirement and therefore CMC 18.09.080.B is not applicable to this development.

Lot dimensions: The proposed lots meet the required minimum lot width of 20-feet and depth of 60-feet and density of the overall site is below the maximum allowed at 18 du/acre. CMC 17.19.03.D.3 requires a building envelope of a size and configuration suitable for the type of development anticipated. Sheet P-07 shows a typical building envelope for the single-family detached residential development in Phase 2. However, not all the lots have the same configuration as shown in the diagram on Sheet P-07. As such, building envelopes should be shown on each individual lot in Phase 2.

The front yard setback must be a minimum of 10-feet and 18-feet at the garage front. The minimum rear yard setback is 10-feet and the side setbacks are 3-feet or 0-feet for attached units. The minimum

side yard flanking a street is 15 feet. Staff recommends a condition of approval that all building envelopes and setbacks should be shown on the final plat.

Double-frontage lots: The preliminary plat proposed double frontage lots in Phase 1 at Lots 1-18. “Double Frontage lots shall be avoided” per CMC 17.09.030.D.6 except where the lot is adjacent to an arterial or collector. Only the lots adjacent to NW Camas Meadows Drive fits this description. In accordance with CMC 17.19.030.D.6, “an additional 20-feet of lot depth or a ten foot-landscape tract with ten-foot additional lot depth, or a combination of both to achieve 20-foot additional depth, shall be provided to buffer residential development from a traffic arterial or collector”. The applicant is providing adequate lot depth that meets this requirement. Further, access to NW Camas Meadows Drive, a marginal street, is restricted in order to minimize traffic congestion and provide a separation of through and local traffic in accordance with CMC 17.19.040.B.11.c. Provisions to ensure the applicant is in compliance with these code requirements are included as SEPA conditions (SEPA15-18).

Numbering: The city requires that lots be numbered consecutively with each phase per CMC 17.01.050.B, “Lot and phase numbers beginning with the number one and numbered consecutively without omission or duplication.” In practice, that has resulted in subdivisions with several lots with the same number, although different phases, which can be confusing for the home builders and/or homeowners. For this reason the city has allowed subdivisions to number their lots consecutively within each phase, with the numbers starting where the last phase ended. Therefore, Lot 1 in Phase 2 shall be renumbered to Lot 32 and so on. A condition of approval to remedy the lot numbering is warranted and is proposed.

**Findings: The proposed lot dimensions conform to the requirements of the MF-18 zone for single-family attached and detached lots. Building envelopes and setbacks should be shown on the final plat. The lots should be numbered consecutively within each phase, with the numbers starting where the last phase ended.**

<p>6. CMC§17.11.030(D) The subdivision complies with the relevant requirements of the Camas land development and zoning codes, and all other relevant local regulations;</p>
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CMC Chapter 16.07.025 SEPA- Environmentally sensitive areas: A SEPA checklist was submitted and a MDNS was issued as the proposed development includes more than ten residential dwelling units per CMC 16.07.020A.1. The mitigation measures identified in the SEPA MDNS will need to be complied with.

CMC Chapter 16.31 Archaeological Resource Protection: The applicant provided an archaeological predetermination report that is consistent with CMC 16.31.090. Based on the report, no further archaeological work is necessary at this time. The report and findings are not subject to the open public records act and as such, the city cannot disclose the results. A note should be added to the face of the final plat that includes inadvertent discovery language as required by the State Department of Archaeology & Historic Preservation.

CMC Section 17.19.030.A Environmental Regulations: relates to the preservation of significant trees and states, “In addition to meeting the requirement of CMC Chapter 18.31, Tree Regulations, every reasonable effort shall be made to preserve existing significant trees and vegetation, and integrate them into the land use design.” CMC 18.31.080.B further states, “To the extent practical, existing healthy significant trees shall be retained. Preservation of groups of significant trees, rather than individual trees shall be preferred.” Out of the 1,129-1,139 trees present on site, all of the trees are planned for removal. Chapter 18.31 Sensitive Areas and Open Space does not include specific criteria to assist with a measure of the “extent practical”. However, the courts have provided some direction since this code was adopted, which includes requiring a demonstration of efforts to best retain trees. According to the

arborist report at page 10, “when large number of trees are removed for site grading and improvements, remaining trees will have an elevated windthrow potential and present risk to potential targets. The only way to eliminate all risk is to remove all trees within reach of all targets.” As such, the applicant is proposing to remove all the trees with the exception of some trees located along the perimeter of the site. However, the applicant has not identified which significant trees (defined as evergreen trees eight inches dbh, and deciduous trees, other than red alder or cottonwood, twelve inches dbh) are to be retained on the Preliminary Tree Survey Plan. Further, there is a 0.52-acre linear open space area proposed within Phase 1 which contains several significant trees located a distance from homes that could be less of a hazard when exposed to windthrow and should be further analyzed for tree retention. The applicant will need to identify on the final grading and site plans the location of the significant trees to be preserved for City review and approval prior to engineering plan approval. Any significant tree that is able to be preserved should be placed in a conservation easement or other permanent mechanism acceptable to the city.

Two Oregon white oaks were surveyed on site; one 7” DBH within the Camas Meadows Drive right-of-way and one 11” DBH in the central region of proposed Phase 3. Both trees are not habitats of local importance as the trees would need to have a minimum 20” DBH per CMC 16.61.010.A.3.a. However, at page 10 of the arborist report the applicant has elected to provide on-site mitigation for the removal of the 11” Oregon white oak with three 2” caliper Oregon white oaks. The proposed mitigation should be shown on the final landscape plans.

CMC Chapter 18.19 Design Review: Design Review is required for developments within multi-family zones pursuant to CMC 18.19.020. As previously noted, the property is located within the Multi-Family Residential MF-18 zone. At page 19 of the applicant’s narrative, the applicant elected to address Design Review at the time of final engineering review. As such, the applicant will need to submit for Design Review approval prior to final engineering plan approval of each phase.

**Findings: Staff finds the significant trees within the open space area identified for preservation needs to be placed in a conservation easement or other permanent mechanism acceptable to the City and must be identified on the engineering plans. Staff finds that the proposal can or will comply with the relevant environmental regulations per CMC Title 16 Environment. The SEPA mitigation measures should be added to the conditions of approval.**

*7. CMC§17.11.030(D). Appropriate provisions are made to address all impacts identified by the transportation impact study;*

See the detailed comments under the approval criteria number 3 above, within this Section.

*8. CMC§17.11.030(D) Appropriate provisions for maintenance of commonly owned private facilities have been made;*

A Homeowner’s Association will be required for this development to ensure there are adequate and appropriate measures in place for the perpetual maintenance of any trails, open space area tracts, parking stalls, stormwater detention/treatment systems, the roundabout landscape tract and the required private fencing and landscaping tract along Camas Meadows Drive and Payne Road. The private roads will be owned and maintained by the owners of the lots that are served by the driveway if placed in an easement. If placed in a tract, it will be owned and maintained by the Homeowner’s Association.

**Findings: Staff would recommend the applicant be required to place a note on the face of the plat that identifies the specific ownership and maintenance responsibilities for all tracts. The applicant should also submit to the City for review and approval a copy of the CC&R's.**

*9. CMC§17.11.030(D) Appropriate provisions in accordance with RCW 58.17.110, are made for (a) the public health, safety, and general welfare\*, and (b)The public use and interest will be served by the platting of such subdivision and dedication;*

**Findings: As discussed throughout this report, staff finds that the subdivision can be conditioned to provide the appropriate provisions for public health, safety, general welfare, and assure safe walking conditions for pedestrians. The public street system will need to be further expanded and enhanced by improving neighborhood connectivity and circulation.**

*10. CMC§17.11.030(D) The application and plans shall be consistent with the applicable regulations of the adopted comprehensive plans, shoreline master plan, state and local environmental acts and ordinances in accordance with RCW36.70B.030.*

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

### **III. PUBLIC COMMENTS**

As of the writing of this staff report, staff has received one public comment from WSDOT and concluded the estimated peak hour trip from the proposed development are not anticipated to have significant impacts on the County's road network.

### **IV. CONCLUSIONS**

Based on the above findings and discussion provided in this staff report, staff concludes that The Village at Camas Meadows Subdivision (15-04) should be approved, because it does comply with the applicable standards if all of the conditions of approval are met.

### **V. RECOMMENDATION**

Staff recommends APPROVAL of the preliminary plat of The Village at Camas Meadows Subdivision (SUB 15-04) subject to the following conditions of approval *in addition to* the conditions of the SEPA (SEPA 15-18) permit:

#### **Standard Conditions of Approval**

1. All construction plans will be prepared in accordance with City of Camas standards. The plans will be prepared by a licensed civil engineer in Washington State and submitted to the City for review and approval.
2. Underground (natural gas, CATV, power, street light and telephone) utility plans shall be submitted to the City for review and approval prior to approval of the construction plans.
3. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved subdivision.

4. A 3% construction plan review and inspection fee shall be required for this development. The fee will be based on an engineer's estimate or construction bid. The specific estimate will be submitted to the City for review and approval. The fee will be paid prior to the construction plans being signed and released to the applicant. Under no circumstances will the applicant be allowed to begin construction prior to approval of the construction plans.
5. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the City. All design will be in accordance with applicable City codes. The maintenance of the entrance structure will be the responsibility of the homeowners.
6. A homeowner's association (HOA) is required for this development. The applicant shall furnish a copy of the CC&R's for the development to the City for review and approval. Specifically, the applicant shall make provisions in the CC&R's for maintenance of the storm drainage system, street lighting, fencing, landscaping, irrigation, parking areas, retaining walls, private roads and tracts or easements outside of the City's right of way if applicable.
7. In the event that 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 Public Works Department and DAHP.
8. Final plat and final as-built construction drawing submittals shall meet the requirements of the CMC 17.11.060, CMC 17.01.050 and the Camas Design Standards Manual for engineering as-built submittals.
9. The applicant shall remove all temporary erosion prevention and sediment control measures from the site at the end of the two-year warranty period, unless otherwise directed by the Public Works Director.
10. Building permits shall not be issued prior to the City's final acceptance of the improvements and the final plat is recorded.

**Special Conditions of Approval**

11. A Site Plan Review and Design Review application shall be submitted prior to final plat approval of Phase 3 for the 138 multi-family apartment development.
12. Accessory dwelling units shall not be precluded from CC&R's.
13. The applicant shall extend an 8 inch diameter waterline from the intersection of NW Camas Meadows Drive and NW Payne Road east in the extension of NW Camas Meadows Drive to NW Magnolia Loop.
14. The applicant shall extend an 8 inch diameter waterline from NW Magnolia Street east and south in the future extension of NW Camas Meadows Drive to the northerly terminus of NW Larkspur Street and tie into the existing 8 inch diameter dead end water line in NW Larkspur Street.
15. Prior to final engineering approval of any phase, the applicant shall provide an acceptable manmade conveyance system that delivers treated stormwater flows to the ordinary high water line of Lacamas Lake, provide an acceptable regional stormwater detention facility as allowed in CMC 17.19.040 (C, 3a) or provide a separate on-site detention facility to serve the subject property.
16. Prior to final plat approval, the applicant shall ensure that an adequate and acceptable stormwater easement across the Camas Meadows Golf Course is in place and recorded with Clark County.

17. Stormwater runoff from the proposed lots and landscaped areas of the site shall be directed into the streets and/or into the proposed stormwater system #1 that outfalls into one of the proposed onsite treatment swales.
18. Public stormwater lines serving the site shall be located within the proposed roadways to the greatest extent practical. Stormwater lines not located within the ROW shall be placed in a private easement and maintained by the homeowners association.
19. The applicant shall make adequate provisions in the CC&R's at the time of final platting for the maintenance of the stormwater treatment facilities located within the NW Camas Meadows Drive extension.
20. Individual 1,500 gallon STEP sewer systems shall be installed at the time of single family home construction for all proposed attached lots and single family detached lots in Phases 1 and 2. The cost of the system shall be borne by the homebuilder and a right of entry shall be granted to the city for the perpetual maintenance of these STEP systems.
21. Existing water wells on-site shall be properly abandoned in accordance with State and County guidelines prior to final plat approval for the particular phase that the well may be located in. Additionally, any water rights associated with the abandoned well shall be transferred to the City.
22. Prior to final engineering approval of any phase, the applicant shall make adequate provisions for sight distance easements over the lots adjacent to the substandard street centerline curves. The applicant shall note on the face of the plat any parking and or planting restrictions associated with the sight distance easements.
23. The private road that provides access to Lots 15-18 in Phase 1 shall be placed in a tract and owned and maintained by the Homeowner's Association.
24. The side lot lines at the street for Lots 10/11, 13/14, 27/30, 33/34, 36/37 in Phase 2 shall be adjusted to run radial to the curve of a curved street or alternately the proposed private roads shall be placed in a tract. The side lot lines including any required private road easement adjustments or tracts shall be shown on the final engineering plans for City review and approval.
25. The proposed development shall not take access off of NW Nightshade Street.
26. Prior to final engineering plan approval of any phase, a street connection shall be provided between Phase 1 and Phase 2.
27. Prior to final acceptance of the infrastructure improvement chosen for each phase, the applicant shall extend either public street in Phase 1 (NW Orchid Street) or the public street in Phase 2 (NW Magonlia Loop) to parcel no. 175973-000.
28. Street names shall be reviewed and approved by the Building Department prior to final plat approval.
29. Automatic sprinklers installed per NFPA 13D or 13R shall be required in all new residential structures.
30. Provisions for parking enforcement acceptable to the Fire Marshal shall be included in the CC&R's at the time of final platting.
31. The applicant shall provide an additional 6-off street parking space in Phase 1 including an additional 9 off-street parking spaces in Phase 2 and shall be in compliance with the landscaping requirements in parking spaces in accordance with CMC 17.19.040.B.10.c.



32. Design and final acceptance of the roundabout and any associated landscaping in Phase 1 shall be reviewed for City approval prior to engineering plan approval.
33. The applicant shall provide acceptable fencing and landscaping along Camas Meadows Drive and Payne Road in accordance with CMC 17.19.040.B.11.C.
34. The open space area within Phase 1 shall be landscaped with native, low maintenance landscaping and any landscaping specifications required for the existing powerline easement.
35. Prior to the Building Department issuing a Certificate of Occupancy, 17 additional street trees shall be located within the planter strip or in the front yards of lots accessed by a private road or abut a cul-de-sac, as approved on the final plat. Trees shall be a minimum of two inch diameter at breast height.
36. Required trees shall be maintained in good health, and shall be promptly replaced (within six months) if damaged or in poor health, and a note to this effect shall be on the final plat document.
37. Prior to final engineering plan approval of any phase, the applicant shall submit a landscape plan for City review and approval that details the location, plant species, planting and fencing notes and associated details.
38. All building envelopes and setbacks shall be shown on the final plat.
39. Lots shall be numbered consecutively with each phase, with the numbers starting where the last phase ended.
40. The significant trees located in the open space area in Phase 1 shall be further analyzed for tree preservation. Any significant trees to be preserved shall be placed in a conservation easement or other permanent mechanism acceptable to the City and shall be identified on the engineering plans.
41. Temporary construction fencing shall be provided around the drip line of any significant trees. The temporary fencing shall be in place prior to any earthwork activities to remain in place until final acceptance of site improvements.
42. The applicant shall submit for Design Review approval prior to final engineering plan approval of each phase.
43. A note shall be added to the final plat stating that each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.

#### **Proposed Plat Notes**

1. A homeowner's association (H.O.A) will be required for this development. Copies of the CC&R's shall be submitted and on file with the City of Camas.
2. All costs associated with the installation of the step systems for individual lots will be the responsibility of said individual lot owners.
3. A right of entry is hereby granted to the City of Camas for the repair and maintenance of the step sewer system.
4. The private road that provides access to Lots 15-18 in Phase 1, the open space area in Phase 1, the off-street parking stalls in Phase 1 and Phase 2 shall be placed in a tract and owned and maintained by the Homeowner's Association.

5. Sight distance easements are located on Lot 6 and 41 in Phase 2 and therefore are subject to parking and planting restrictions.
6. The following setbacks shall apply to: Front yard 10-feet and 18-feet at the garage front, Side yard 3-feet or 0-feet for attached units, Rear yard 10-feet. The minimum side yard flanking a street is 15-feet.
7. No further short platting or subdividing will be permitted once the final plat has been recorded.
8. A final occupancy permit will not be issued by the Building Department until all subdivision improvements are completed and accepted by the City.
9. The lots in this subdivision are subject to traffic impact fees, school impact fees, and park/open space impact fees. Each new dwelling unit will be subject to the payment of appropriate impact fees at the time of building permit issuance or as otherwise provided by the city.
10. Prior to the Building Department issuing a Certificate of Occupancy, each lot shall install a minimum of one 2" caliper tree to be located in the planter strip or front yard of each lot, as specified on the plat. Specified trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.
11. Automatic fire sprinkler systems designed and installed in accordance with NFPA 13D are required in all structures.
12. Illegally parked vehicles may be subject to towing or other private parking enforcement measures in accordance with the provisions outlined in the HOA documents.
13. Should archaeological materials (e.g. cones, shell, stone tools, beads, ceramics, old bottles, hearth, etc.) be observed during project activities, all work in the immediate vicinity should stop and the State Department of Archaeology and Historic Preservation (360-586-3065), the City planning office, and the affected Tribe(s) should be contacted immediately. If any human remains are observed, all work should cease and the immediate area secured. Local law enforcement, the county medical examiner (360-397-8405), State Physical Anthropologist, Department of Archaeology and Historic Preservation (360-586-3534), the City planning office, and the affected Tribe(s) should be contacted immediately. Compliance with all applicable laws pertaining to archaeological resources (RCW 27.53, 27.44 and WAC 25-48) and human remains (RCW 68.50) is required. Failure to comply with this requirement could constitute a Class C Felony.

**Final SEPA Conditions (SEPA 15-18)**

1. Prior to final plat acceptance for either Phase 1 or 3, whichever comes first, the applicant shall construct the required roadway improvements along Camas Meadows Drive for a minimum paved half width of 24-feet, which includes two 12-foot travel lanes, a planter strip and a 6-foot sidewalk.
2. Prior to final acceptance of any phase, the applicant shall dedicate right-of-way (ROW) along Payne Road of sufficient width to provide for a minimum 30 foot half width right-of-way.

3. Prior to final acceptance of Phase 2, the applicant shall construct the required roadway improvements along Payne Road for a minimum paved half width of 24-feet, which includes two 12-foot travel lanes, a planter strip and a 6-foot wide sidewalk.
4. Prior to final acceptance of any phase, the applicant shall dedicate sufficient right-of-way (ROW) to provide for a perpendicular intersection at NW Payne Street and NW Camas Meadows Drive. The perpendicular intersection shall be built prior to final plat approval of any phase and shall be a minimum half width improvement of 24 feet.
5. A minimum 10-foot wide tract shall be provided along the back of lots 1-18 abutting Camas Meadows Drive. The tract shall contain at a minimum a 10-foot wide landscape buffer strip along the back of the sidewalk, a wall or fence located 10-feet from the back of the sidewalk. An additional 10-feet in lot depth behind the wall or fence for a total of 20-feet shall also be provided.
6. Prior to engineering plan and final plat approval, the applicant shall submit to the City for review and approval by the community development director or designee a landscaping and fencing plan for Camas Meadows Drive that includes a 10-foot wide landscape strip with minimum 2-inch caliper trees every 30-feet on center, three-foot tall shrubs that form a continuous screen, groundcover plants that fully cover the remainder of the landscaped area, and a six foot tall sight-obscuring fence or masonry wall.

## VI. EXHIBIT LIST

Exhibit No.	Title/Description	Document Date
1	Application form	9/30/15
2	SEPA Checklist	9/14/15
3	Exemption Requests	9/2/15
4	Vicinity Map	12/16/13
5	Arborist Tree Report	6/23/15
6	Applicant's Narrative	9/2015
7	Pre-application Report	10/16/14
8	Proposed Development Plans	9/30/15
9	Stormwater TIR	8/14/15
10	Preliminary Soils Investigation Report	5/29/15
11	Certificate of the Engineer	9/30/15
12	Assessor's Map	9/30/15
13	Traffic Report	5/2015
14	Revised Stormwater TIR	11/24/15
15	Appendix A TIR	8/14/15
16	Appendix B TIR	8/14/15
17	Appendix D TIR	8/14/15
18	Appendix E TIR	8/14/15
19	Appendix F TIR Geotechnical Report	8/14/15
20	Incompleteness letter	10/28/15
21	Completeness Review letter	12/21/15
22	Notice of Application	1/19/16
23	Camas Meadows Drive corridor concept drawing	4/27/16
24	Phasing Plan	4/27/16
25	Revised Phase 1 plan	4/27/16
26	Revised Phase 2 plan	4/27/16
27	Revised Phase 3 plan	4/27/16
28	Certified mailing receipts for Archaeological report	5/6/16
29	Notice of Public Hearing	5/10/16
30	MDNS Notice	5/10/16
31	Revised Overall Phasing plan	5/13/16
32	Modified MDNS Notice	5/17/16
33	Clark Co. Engineering SEPA comment	5/17/16
34	Ecology SEPA comment	5/31/16
35	Revised Traffic Report	6/6/16
36	Rescheduled public hearing notice	5/20/16
37	Staff Report with Applicant suggested revisions	6/15/16
38	Rescheduled public hearing notice	6/20/16
39	Memo to HE from Maul	6/7/16