



# VALENCIA SHORT PLAT

NW IVY STREET

# NARRATIVE

*PRELIMINARY SHORT PLAT  
AND DESIGN REVIEW*

TO  
City of Camas, Washington

SEPTEMBER 2015

**Prepared By:**

**CIVILNW**

717 NE 61<sup>st</sup> Street, Suite 202  
Vancouver, WA 98665  
Contact: David G. Spencer, P.E.  
(360) 260-9400  
david@civilnw.com

**Applicant / Owner:**

LHV LLC  
740 SE RUSSELL  
CAMAS, WA 98607  
CONTACT: LUIS ARMANDO VALENCIA  
(360) 773-0093  
valencialab@hotmail.com

### **Project Overview**

This project proposes short plat and request design review for a parcel zoned MF-18 into 3 lots per Camas code. The site is located along NW Ivy Street north of 6<sup>th</sup> Avenue in Camas, Washington. The parcel is identified as real property account #852740-000 and is approximately 0.26 acres. It is located within the NW ¼ of the SE ¼ Section 10, T1N, R3E, W.M. in the City of Camas jurisdiction in Clark County, Washington.

This narrative and accompanying supporting documents demonstrates how this short plat and design review project will comply with the City of Camas development ordinances and city code.

### **Existing Site Characteristics**

The site currently is undeveloped and contains mostly grass. There is an existing gravel driveway that provides access to the adjacent property to the north of the site.

To the west there is a developed park zoned NP. To the north there is an existing developed residential property zoned MF-18. To the east there is NW Hill Street private road. To the south there is an existing residence zoned MF-18.

There are no significant habitat areas, water courses, or wetlands on-site. There are no indicators for slope instability, floodplains, or other critical areas.

## **PRELIMINARY SHORT PLAT NARRATIVE**

### *17.09.030 Preliminary short plat approval.*

#### *A. Preapplication.*

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

Response: See pre-application meeting notes dated 3/19/15 (See attached)

#### *B. Application/Fees. In addition to those items listed in CMC 18.55.110, the following items are required, in quantities specified by the City of Camas, for a complete short plat application for preliminary approval. Items may be waived if, in the judgment of the community development director, they are not applicable to the proposal:*

- 1. Completed general application form as prescribed by the community development director with the applicable application fee;*

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2. *Complete and submit a transportation impact study to determine the adequacy of the transportation system to serve the proposed development, and to mitigate impacts of the proposal on the surrounding transportation system, if required;*
3. *Complete applications for other required land use approvals applicable to the proposal;*
4. *Vicinity map showing location of the site; and*
5. *Site and development plans which provide the following information:*
  - a. *A preliminary plat map meeting the standards identified in CMC Section 17.01.050*
  - b. *The names of owners of adjacent land and the names of any adjacent subdivisions,*
  - c. *Lines marking the boundaries of the existing lot(s) (any existing lot to be eliminated should be a dashed line and so noted),*
  - d. *Names, locations, widths and dimensions of existing and proposed public street rights-of-way, public and private access easements, parks and other open spaces, reservations, and utilities,*

Response: This project will be designed to meet the rules, regulations, requirements, and standards stated per City of Camas code and comply with adopted manuals / standards and that the goals and policies of the City of Camas comprehensive plan.

- D. *Criteria for Preliminary Short Plat Approval. The community development director or designee shall base their decision on an application for preliminary plat approval 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 comprehensive plan, and any other city adopted plans;*

Response: This project will meet the goals and policies of the City of Camas comprehensive plan. The site is very small and creates only 3 new homes. Therefore, the traffic management plan, parks and open space plan, and other City plans are not adversely impacted by the approval of this project.

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 Standard Manual;*

Response: This project will be designed to include water and sanitary

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sewage disposal. Regarding storm drainage, see the stormwater report associated with this project for more information. Erosion control will be provided during construction.

**3. Provisions have been made 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;**

Response: This project will be designed as required by the City of Camas to appropriately provide roads, utilities, street lighting, street trees and other improvements.

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

Response: There are no required dedications, however there is an existing 5' easement along the north edge of the property for an access driveway serving the property to the north. This easement will remain. Any required utility easements along the frontage will be given as a part of the final plat.

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

Response: A transportation impact study is not required for this project. The project creates 3 new traffic generating homes, which results in approximately 3 new PM peak hour trips per day.

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

Response: The lots will be narrow but are appropriately in layout for the proposed housing floor plans. See layout plan and floor plans.

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

Response: There will not be any commonly owned private facilities associated with this project.

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

Response: This project has been designed to meet the relevant

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requirements of the Camas land development and zoning codes and all other relevant local regulations.

9. *That the plat meets the requirements of Chapter 58.17 RCW and other applicable state and local laws which were in effect at the time of preliminary plat approval.*

Response: This project will be designed to meet the rules, regulations, requirements, and standards stated per City of Camas code and comply with adopted manuals / standards and that the goals and polices of the City of Camas comprehensive plan.

**17.19.010 Applicability.**

*The standards set forth within this chapter are minimum standards applicable to land development. Based on the complexity or circumstances of the project or site conditions location (e.g., critical areas), the decision maker may require a land development to be designed to exceed the minimum standards or impose conditions deemed in the public interest.*

**17.19.020 Improvements, supervision, inspections and permits required.**

**A. Required Improvements.**

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

- a. *For single-family detached housing, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,*
- c. *Primary structure accessed by flag lots or private roads are required to have automatic fire sprinklers,*
- d. *An approved address sign, in accordance with the Camas Municipal Code must be posted for each residence where the flag lot leaves the public road, and*
- e. *To protect the character of the immediate neighborhood, the city may impose special conditions, where feasible, including access configuration and separation, setbacks, fencing and landscaping;*

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6. *Double Frontage Lots. Residential lots which have street frontage along two opposite lot lines shall be avoided, except for lots which provide separation of a residential development from a traffic arterial, in which case additional lot depth of at least twenty feet will be provided to act as a buffer strip between the lot and the traffic arterial;*
  7. *Corner Lots. Corner lots may be required to be platted with additional width to allow for the additional side yard requirements;*
  8. *Restricted Corner Lots. Corner lots restricted from access on side yard flanking street shall be treated as interior lots and conform to front, side and rear yard interior setbacks of CMC Chapter 18.09; and*
  9. *Redivision. In dividing tracts into large lots which at some future time are likely to be redivided, the location of lot lines and other details of the layout shall be such that redivision may readily take place without violating the requirements of these regulations and without interfering with the orderly development of streets. Restriction of building locations in relationship to future street right-of-way shall be made a matter of record if the approval authority considers it necessary.*
- E. Tracts and Trails.**
1. *If land division is located in the area of an officially designated trail, in accordance with the parks and recreation comprehensive plan, provisions shall be made for reservation of the right-of-way or for easements to the city for trail purposes.*

**Notes:**

- <sup>1</sup> *All buildings abutting a street designed and constructed with less than 36 feet of pavement shall have automatic fire sprinkler systems installed that comply with NFPA 13D or 13R.*
- <sup>2</sup> *Access to two lots or less may be designed and established as an easement rather than a tract. Garbage and recycling services may be restricted. If roadway is less than 150 feet in length, the minimum structural road section is exempt.*
- <sup>3</sup> *Road/Street lengths are calculated to include the cumulative network.*
9. *Intersections. Any intersection of streets that connect to a public street, whatever the classification, shall be at right angles as nearly as possible, shall not exceed fifteen (15) degrees, and not be offset insofar as practical. All right-of-way lines at intersections with arterial streets shall have a corner radius of not less than twelve (12) feet.*

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- 10. Street Layout.** *Street layout shall provide for the most advantageous development of the land development, adjoining area, and the entire neighborhood. Evaluation of street layout shall take into consideration potential circulation solutions for vehicle, bicycle and pedestrian traffic, and where feasible, street segments shall be interconnected.*
- a. While it is important to minimize the impact to the topography from creating an integrated road system, improved site development and circulation solutions shall not be sacrificed to minimize the amount of cut and fill requirements of the proposal.*
  - b. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.*
  - c. When the proposed development's average lot size is 7,400 square feet or less one additional off-street parking space may be required for every five units—notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.*
  - d. When on the basis of topography, projected traffic usage or other relevant facts, it is unfeasible to comply with the foregoing right-of-way, tract and street width standards, the approval authority, upon recommendation from the city engineer may permit a deviation from the standards of Table 17.19.040-1.*
  - e. The city engineer or designee may determine a wider width is necessary due to site circumstances, including but not limited to topography, traffic volume, street patterns, on-street parking, lot patterns, land use and bike and transit facilities that justify an increase in width.*
  - f. When existing streets adjacent to or within land to be developed, are of inadequate width, additional right-of-way shall be provided at the time of land development.*

**17.21.010 Plans and permits required for public improvements.**

- A.** *Approval of a land division, binding site improvement plan, boundary line adjustment, or site plan shall constitute approval for the applicant to develop construction plans and specifications, for all facilities and improvements, in substantial conformance to the preliminary approval, design standards, and any special conditions required by the city; to obtain permits and complete installation for such improvements; and to prepare a final plat, plans, surveys and other documents for recording, or final acceptance as applicable.*
- B.** *Prior to installing improvements, the developer shall apply for all required permits for those improvements. The applications shall include development plans as specified on the application form.*

*(Ord. 2483 § 1 (Exh. A (part)), 2007)*

Response: This project will be designed to meet the criteria for a Short Plat and the City of Camas development review comments.

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**18.19.010 - Purpose.**

*This chapter is intended to provide for orderly and quality development consistent with the design principles of the "Camas Design Review Manual: Gateways, Commercial, Mixed-Use and Multifamily Uses," hereafter referred to as the Design Review Manual (DRM) and the "Downtown design manual." The design review process is not intended to determine the appropriateness of a given use on a given parcel. The design review process is intended to produce a meaningful integration of building, landscaping and natural environment. This will protect the general health, safety, and welfare of the community by making efficient use of the land, which is consistent with the visual character and heritage of the community.*

Response: We understand Design Review is required.

**18.19.020 - Scope.**

*Design review is required for all new developments within commercial, mixed-use, business park, or multifamily zones, redevelopment (including change in use, e.g., residential to commercial), or major rehabilitation (exterior changes requiring a building permit or other development permit). Commercial uses in the context of design review include both traditional uses listed as commercial under the zoning code as well as recreational, religious, cultural, educational, and governmental buildings and associated properties. Additionally, design review is applicable to all new developments or redevelopments within a gateway area as defined in the design review manual.*

Response: We have reviewed the Downtown Design Manual and are requesting Design Review of our proposal building designs.

**18.19.025 - Scope of the downtown design manual (DDM).**

*The provisions of this manual shall be applied to public and private parcels located within the downtown commercial zone. The standards within the DDM supersede the general requirements of the DRM for parcels located within the downtown commercial zone.*

**18.19.030 - Design review manual adopted.**

*The city's design standards are primarily contained in the design review manual, which was adopted by the city.*

**18.19.035 - Downtown design manual adopted.**

*The city's design standards for the downtown commercial zone are contained in the manual, which is adopted by the city.*

**18.19.040 - Design review committee.**



- A. *The city council shall establish a seven-person design review committee (DRC) for the purposes of reviewing specific proposals, and recommending conditions and/or other actions necessary for consistency with the principles of the DRM. The DRC members serve at the pleasure of the city council. The DRC shall consist of six members appointed by the city council, including two from the development community, one council member, one planning commissioner, and two citizens at large. A seventh member shall be a neighborhood representative of the surrounding neighborhood to a specific proposal, or a United Camas Association of Neighborhoods member.*
- B. *The DRC will hold a public meeting to consider a design review application when:*
- 1. The city planner determines that the issues related to a specific proposal are complex enough to warrant a review by the DRC;*
  - 2. The proposal varies from the guidelines of the DRM; or*
  - 3. When an administrative decision on a design review application is appealed with no prior review by the DRC.*
- C. *The DRC shall not issue a decision, but shall prepare a written recommendation, together with findings to support the recommendation, to the approval authority within ten days of a public meeting held for that purpose (RCW 36.70.020(5)).*

Response: We understand this will be reviewed by Design Review committee.

**18.19.050 - Design principles.**

*The principles are mandatory and must be demonstrated to have been satisfied in overall intent in order for approval of a design review application to be granted. Standard principles are applied to all commercial, mixed use, or multifamily uses. Where applicable, the specific principles are used in addition to the standard principles.*

**A. Standard Principles.**

- 1. Landscaping shall be done with a purpose. It shall be used as a tool to integrate the proposed development into the surrounding environment.*

Response: 1 tree will be planted in the front yard of each lot. 3 total trees will be planted for this small project. It is anticipated that this will integrate the proposed development into the surrounding environment.

- 2. All attempts shall be made at minimizing the removal of significant natural features. Significant natural features shall be integrated into the overall site plan.*

Response: There are no significant natural features located on this property.



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

Response: See building elevations plan for proposed design. These elevations show a “finished” look and will have a seamless appearance.

4. ***A proposed development shall attempt to incorporate or enhance historic/heritage elements related to the specific site or surrounding area.***

Response: There are no historic/heritage elements related to this specific site. The development of this site, will not impact the historic/heritage elements of the surrounding area.

***B. Specific Principles.***

***1. Gateways.***

- a. ***Gateways shall be devoid of freestanding signs. Preexisting freestanding signs will be subject to removal at the time of any new development, redevelopment, or major rehabilitation on the site. Exemptions include approved directional or community information signage as approved by the city.***

Response: There are not existing or proposed freestanding signs on the property.

- b. ***Business signage not placed on buildings shall be integrated into the landscaping/streetscaping of the subject property.***

Response: The development includes residential housing, and therefore it is not anticipated that any business signage will be placed on the subject property.

- c. ***Permanent signage within a gateway shall be standardized in a manner that creates a consistent look within the gateway in question.***

Response: No permanent signage is proposed for this project, therefore this is not applicable.

- d. ***The surface of pedestrian walkways within intersections shall be accentuated with a unique character.***

Response: There are no proposed pedestrian walkways within intersections, and therefore this is not applicable.

- e. ***A consistent streetscape lighting scheme shall be used.***

Response: Lighting will be installed if required by the City of Camas. If applicable, this project will install a light consistent with the City’s streetscape lighting scheme in the vicinity of this project.

***2. Commercial and Mixed Uses.***

- a. *On-site parking areas shall be placed to the interior of the development unless site development proves prohibitive. All on-site parking areas along adjacent roadways shall be screened with landscaping. Downtown commercial and mixed-use areas shall not be required to provide on-site parking.*
- b. *Buildings shall be used to define the streetscape unless site conditions prove prohibitive.*
- c. *Structures abutting, located in, or located near less intensive uses or zoned areas (such as commercial developments next to residential areas) shall be designed to mitigate size and scale differences.*
- d. *Developments containing a multiple of uses/activities shall integrate each use/activity in a manner that achieves a seamless appearance, or creates a cohesive development.*
- e. *Mixed-use developments that place uses throughout the site (horizontal development) shall organize elements in a manner that minimizes their impact on adjacent lower intensity uses.*
- f. *Walls shall be broken up to avoid a blank look and to provide a sense of scale.*
- g. *Outdoor lighting shall not be directed off-site.*

Response: N/A

**3. Multifamily.**

**a. Stacked Housing.**

- i. *All on-site parking areas shall be screened with landscaping. Parking spaces shall be clustered in small groups of no more than six to ten spaces.*
- ii. *Stacked houses abutting or located in single-family residentially zoned areas shall be designed to mitigate size and scale differences.*
- iii. *Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.*
- iv. *Detached garages shall be located to the rear of stacked unit(s) so as not to be directly viewable from a public street.*
- v. *Attached garages shall account for less than fifty percent of the front face of the structure. Garages visible from the street shall be articulated by architectural features, such as windows, to avoid a blank look.*

**b. Townhomes and Rowhouses.**

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

Response: Excluding driveways and garages, there are no other on-site parking areas that are proposed, and therefore landscape screening is not applicable..

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

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Response: Buildings will be residential housing and setback from the streetscape to allow for driveway in front of the garage..

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

Response: The size and scale of this project should fit well with the surrounding properties and their structures in size and scale.

*iv. Walls shall be articulated in order to avoid a blank look and to provide a sense of scale.*

Response: See building elevations plan for proposed design. Walls are articulated in order to avoid the blank look, as required.

*v. Detached garages shall be located to the rear of the townhouse or rowhouse unit(s) so as not to be directly viewable from a public street.*

Response: This project incorporates garages as a part of the floor plan. Therefore the garages are attached, not detached. See floor plan for design.

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

Response: The proposed attached garage accounts for less than 50% of the front face of the structure. Since these garages will be visible from the street, they include windows to avoid a blank look. See building elevations plan for proposed design.

*c. Duplex, Triplex and Four-Plex.*

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

*18.19.070 - Application requirements.*

*Application for design review shall be submitted on the most current forms provided by, and in a manner set forth by the community development director or designee. The application shall include such drawings, sketches, and narrative as to allow the approval authority review of the specific project on the merits of the city's design review manual and other applicable city codes. An application shall not be deemed complete unless all information requested is provided.*

Response: See application, plans and narrative.

*18.19.090 - Deviations to design review guidelines.*

*A design review application that includes a deviation from any of the five major guidelines of the DRM shall be subject to review and recommendations from the design review committee. The DRC shall base its recommendation upon*

*findings setting forth and showing that all of the following circumstances exist:*

- A. Special conditions or circumstances exist which render a specific requirement of the DRM unreasonable, given the location and intended use of the proposed development;*
- B. The special conditions and circumstances are characteristic of the proposed general use of the site, and not of a specific tenant;*
- C. The specific conditions and circumstances are not representative of typical development which may be allowed within the zoning district;*
- D. The requested deviation is based upon functional consideration rather than economic hardship, personal convenience or personal design preferences;*
- E. Variation from a guideline(s) has sufficiently been compensated by other site amenities; and*
- F. The requested deviation will not result in a project that is inconsistent with the intent and general scope of the DRM principles.*

Response: See building floor plans and front elevations for design proposal. Three possible house designs are shown and builder/homebuyer will select from these. The 3 designs selected could be the same or different. Houses will be similar to one of these 3 options but may vary slightly or have a reversed entry (garage and entry door flipped) from these designs.

#### **18.19.100 - Enforcement.**

*Failure to comply with the requirements of this chapter, or a decision resulting from this chapter are enforceable under Article VIII of CMC Chapter 18.55 Administration and Procedures.*

Response: We understand that this design review is in enforceable.

#### **Necessary Approvals from Other Agencies**

Building permits – City of Camas

#### **Summary**

This project will be designed to meet the rules, regulations, requirements, and standards stated per City of Camas code and comply with adopted manuals / standards and that the goals and polices of the City of Camas comprehensive plan.