



THE VILLAGE AT CAMAS MEADOWS A RESIDENTIAL PROJECT

PROJECT NARRATIVE

LAND
DEVELOPMENT

PLANNING

ENGINEERING

CONSTRUCTION
MANAGEMENT

MANAGEMENT

DATE: SEPTEMBER 2015

SUBMITTED TO: CITY OF CAMAS, WA
616 NE 4TH AVENUE
CAMAS, WA 98607

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**“THE VILLAGE AT CAMAS MEADOWS”
A RESIDENTIAL SUBDIVISION
PAC 2014-32**

NARRATIVE

EXISTING USE/SITE CONDITION

- *The proposed development site is located East of NW Payne Street between NW Lake Rd and NW Camas Meadows Drive in the City of Camas, Washington. The parcel number is 175951-000 and consists of approximately 19.5 acres. There is an existing building onsite that will be removed. The site will have frontage along future extension of NW Camas Meadows Dr. which is unimproved and consists of Right-of-Way that is already dedicated to the City of Camas.*
- *The site is zoned MF-18. The neighboring property to the North is zoned BP and R-15, to the East is zoned R-7.5 and to the west is zoned MF-18 and RC.*

PROPOSAL

- *We are proposing a Type III (3) phased residential neighborhood community subdivision on a 19.5 acre parcel. The proposed residential project is tailored for every lifestyle which will include a nice variety of housing styles and sizes. Phase I consists of 46 single-family detached residential lots with average lot area of 5,100 sq ft. Phase II consists of 2 options: Option “A” with 18 single-family lots or Option “B” up to 31 single-family townhouse lots and Phase III consists of up to 138 luxury multi-family apartment units with a club house, open space and recreational amenities.*
- *Favored streetscape landscaping and wide sidewalks or pathways will be used throughout the project. Street trees and planting strips particularly those separating the sidewalks from vehicular traffic will be used within the interior streets. We will also use distinctive color paving at pedestrian crossing and the entrance of the project.*
- *Materials or designs and/or attractive street furniture or sculptural elements will also be used in the open space and the club house area. In addition, we will continue working towards potentially connecting our pedestrian path/ trail system to the proposed trail on the northern parcel and existing trail around Lacamas Lake if feasible.*

CHAPTER 14.02 - STORMWATER CONTROL

- *The property is currently undeveloped and covered with trees and brush. The site topography slopes down from south to north with an average slope of 8%. The majority of the natural runoff is overland flowing from the South to the north towards the wetland areas located north of our site. Presently, stormwater runoff enters the three wetland segments located on the northern parcel as overland flow or as direct rainfall.*

- *We have coordinated with the property owners to the north and prepared a preliminary technical report for both parcels. The preliminary Stormwater technical report is included with the submittal packet. There are two storm collection systems being proposed for our site. One system will collect and convey the untreated portion while the other system will collect clean runoff from roof leaders and lot backyards.*
- *The untreated runoff from the streets & the new extension of NW Camas Meadow Dr. along the frontage of our site will be routed to water quality swales that are located along the northern Side of the parcel.*
- *Individual lots will disperse roof runoff onto the specific lot for runoff directly into a separate private pipe system that is independent from the street system. We are coordinating with the property owner to the north and will construct the pipe within the private road easement crossing their site. The collected runoff from each lot will be conveyed in a separate storm piping system which will be used to dispose of 'clean' stormwater runoff from the developed residential lots directly to the SWTF system with overflow to Wetland A and Wetland B as identified in the technical report. Please note that Wetland A & B are located in the parcel north of our site.*
- *The existing site release is from Wetland B to Wetland A (located in the northern parcel of our site) which will then sheet flow overland north to Lacamas Lake.*
- *All source control BMPs in the public right-of-way will be the responsibility of City Camas. The stormwater facilities will be maintained in a manner consistent with the Stormwater Facility Maintenance Manual and BMPs for Landscaping and Lawn/Vegetation Management.*

Flow Control Facility:

- *The discharge from the site is mostly overland to the north with a direct connection to the mouth of Lacamas Creek or the upper end of Lacamas Lake since Lacamas Lake is a man-made impoundment. The release point is into the water level established by water level at the lake. This an area within the backwater condition for Lacamas Creek as it enters the Lake and is subjected to the lake level – (especially for times of significant flow). Please refer to the preliminary stormwater report prepared for both our site and the northern parcel.*
- *There are no pollution-generating pervious surfaces (PGPS) on this project. As shown on the preliminary stormwater technical report, the release rates for the typical storm events of concern (2, 10, and 100) all indicate an increase of only 2 cfs for our project and the northern site considering the increase without mitigation would be 13, 15, and 33 cfs respectively. Therefore, the proposed design does provide a large measure of flow control. This is important from the aspect of no erosive impact to the existing release path.*

14.02.150 - Wetlands protection.

- *There is no wetland on our site. The site investigation has been conducted by a wetland biologist from Berger Abam and confirmed that the site does not contain wetland. In addition, Clark County GIS does not show any indication of wetland within this parcel.*

14.02.200 - Ownership and maintenance.

- *Maintenance of the water quality swales along the frontage of the site can be provided by the the HOA. Conveyance pipes within the public right-of-ways will be the responsibility of the City.*
- *Individual lot owners will be responsible for source control BMPs related to installing and maintaining landscaping and roof downspout systems on their respective lots. This responsibility includes the prevention of introduction of pollutants into their system(s).*

16.51.140 - CRITICAL AREA REPORTING EVALUATION—REQUIREMENTS.

- *The site does not contain any critical area. Also, The GIS packet does not show any environmental or critical within the site. We have conducted a geotechnical study and a report has been prepared by Columbia Geotechnical Services which is attached in the packet. The report does not indicate any sensitive or critical areas with the parcel.*

16.53.030 - CRITICAL AREA REPORT—ADDITIONAL REQUIREMENTS FOR WETLANDS.

- *Not Applicable. The site does not contain any critical area or wetland.*

CHAPTER 16.59 - GEOLOGICALLY HAZARDOUS AREAS

- *Clark County GIS shows the site as having a moderate to high probability. An archaeological predetermination was completed by Archaeological Services LLC and determined that no archaeological materials were found. The predetermination was sent to the Department of Archaeology & Historic Preservation (DAHP) and a determination from DAHP stated that no further archaeological work is necessary.*
- *Please see attached archeological report included with the submittal packet.*

17.11.030 (D) - PRELIMINARY SUBDIVISION APPROVAL CRITERIA

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.

- *The proposed subdivision has been designed to achieve and meet the density requirements that is set for this parcel which calls for Multi-family up to 18 units per acre (MF-18). The neighboring property to the North is zoned BP and R-15, to the East is zoned R-7.5 and to the west is zoned MF-18 and RC.*

- *The proposed subdivision will provide a variety of housing units which include detached and attached single-family homes along with some luxury apartments with a proposed density of 12.9 to 13.7 units/acre. Therefore, meeting the intent of this zoning district. Phase I consists of 46 single-family detached residential lots with average lot area of 5,100 sq ft. Phase II consists of 2 options: Option "A" with 18 single-family lots or Option "B" up to 31 single-family town-house lots and Phase III consists of up to 138 luxury multi-family apartment units with a club house, open space and recreational amenities.*
- *The proposed project will help accommodate the projected growth through utilization of existing land. Policy HO-4, encourages new residential development to achieve a substantial portion of the maximum density allowed. The proposed project when built will provide a nice balance of housing opportunities with various sizes of lots and homes to meet the needs of the community in accordance with the Housing element of the Comprehensive Plan.*
- *The preliminary plat is designed in accordance with the adopted City plans including the comprehensive plan, the parks and open space plan, and neighborhood traffic management. We have worked extensively with the city staff and neighboring property developer to the north in order to create a link between the two proposed project and provide a trail that will connect our subdivision to the property to the north and will eventually meander around the existing wetland. Potentially, there could also be an opportunity to connect the trail system to the existing trail around Lacamas lake if an easement is obtained through Camas Meadows Golf Course.*
- *Favored streetscape landscaping and wide sidewalks or pathways will be used throughout the project. Street trees and planting strips particularly those separating the sidewalks from vehicular traffic will be used within the interior streets. We will also use distinctive color paving at pedestrian crossing and the entrance of the project.*
- *Materials or designs and/or attractive street furniture or sculptural elements will also be used in the open space and the club house area. In addition, we will continue working towards potentially connecting our pedestrian path/ trail system to the proposed trail on the northern parcel and existing trail around Lacamas Lake if feasible. The proposed preliminary plat will provide sidewalks along both sides of all interior streets and will connect all three phases by a proposed pedestrian path that will connect Phase I to Phase II & III and eventually connect to a proposed 6 to 10 sidewalk that will be installed along the frontage of future extension of NW Camas Meadows Dr. which meets the width requirements of the Parks, Recreation and Open Space Comprehensive Plan. A 10-foot detached sidewalk along Camas Meadows Dr will connect to the existing 10 feet sidewalk that exist in from of the Golf Course. The future sidewalk will be wide enough to provide a pedestrian and bicycle path along this arterial street.*
- *In addition, we will be providing traffic calming measures at the main entrance of the subdivision connecting to NW Camas Meadows Drive. This will allow traffic to slow down. Also, we will be installing colored pedestrian crossing which aims to provide a safe and accessible pedestrian and bicycle system to connect our project to the proposed project to the north providing a pedestrian trail connectivity through that site and potentially to Lacamas lake if an easement is obtained from the Golf Course.*

- *The proposed project will also have open space within an existing power easement that is located within the main entrance area of the site.*
- *All interior roads have been designed to comply with the City of Camas transportation standards and will provide adequate pavement width and sidewalk within the applicable required right-of-way. Phase I will connect to the existing NW Payne Street and will provide a pedestrian trail connection to Phase II & III. Additional Right-of-way is being dedicated along NW Payne Street. Also, right-of-way is provided along the south side of the parcel for a potential east/west future road.*

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.

- *The preliminary subdivision packet includes a utility plan showing proposed sewer, water and stormwater plans to serve the proposed subdivision. The preliminary design for this site addresses improvements necessary to provide adequate utilities to serve the site. Erosion control measures including construction entrances, silt fencing, storm inlet protection, sediment traps and/or ponds, and protection of exposed soils will be incorporated into the final construction plans. The project will obtain a construction stormwater NPDES permit from the Washington State Department of Ecology.*

Water:

- *The Water System will connect to the existing lines within NW Payne St, NW Camas Meadows Dr and NW Larkspur St and be extended throughout the development. Each dwelling unit will have water service per Camas Design Standards. Any utilities outside of the public right of way will be located within a proposed public easement dedicated to the City of Camas.*
 - Each lot within a proposed development will be served by a water distribution system designed and installed in accordance with city design standards. Locations of fire hydrants and flow rates will be in accordance with city standards and the International Fire Code.*
 - Multifamily units will have one service for each building.*
 - Landscaping in open space tracts/easements will have a service for an irrigation.*

Storm Drainage:

- *We have coordinated with the property owners to the north and developed a preliminary storm drainage technical report for both projects. The preliminary Stormwater technical report is included with the submittal packet. There are two storm collection systems being proposed for our site. One system will collect and convey the untreated portion from the street system while the other separate system will collect the clean water runoff from the roof leaders and will be disposed into the existing wetland area located at the northern parcels. This is being coordinated with the property owners to the north.*
- *The untreated portion of the runoff from the interior streets and the extension of NW Camas Meadows Dr. will be routed to water quality swales system that are located along the northern Side of the parcel. The swales will provide treatment in accordance with the City of Camas*

Stormwater Ordinance 14.02. The treated runoff will be discharged into the existing wetlands located in the northern parcels. Please note that this is the same natural discharge point which currently accepts the sheet flow from our site as discussed in the preliminary technical report which is included in the submittal packet.

- *We are requesting an exception request to the 30-foot setback requirement for the stormwater facility from the road pursuant to CMC 17.09.030.F.6. Please refer to the attached separate letter requesting the exception.*

Erosion Control:

- *Erosion Control measures will be provided during the site improvements for this subdivision in accordance with adopted City standards, required state NPDES construction stormwater permits and per the ESC plans that will be submitted for City review and approval prior to construction. A Final Erosion Control Plan will include but not limited to construction entrance, silt fences, sediment ponds and seeding where applicable to eliminate any potential erosion from the site.*
- *Additionally, we will provide an erosion control bond for 200 percent of the cost of the erosion control measures and obtain all necessary permits from the Department of Ecology.*

Sanitary Sewage:

- *Sanitary Sewer is currently proposed to be a gravity system. The gravity main will connect to Two Creeks Pump Station. The pump station will be analyzed for capacity at time of Final Engineering. Each dwelling unit will have a lateral per Camas Design Standards. Any utilities outside of the public right of way shall have easements dedicated to the City for access and maintenance.*
 - Detached units shall have their own sewer service and STEP or STEF or conventional gravity system as required.*
 - Attached units will also individual service for each lot.*
 - Multifamily units will have one 6" sewer lateral per building.*

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;

- *The proposed street layout including proposed right-of-way and pavement dimensions are shown in the preliminary drawings are in conformance with the road standards CMC 17.19.040-2 Proposed Street trees are shown on the attached landscape plan and street lighting are consistent with City standards.*
- *NW Camas Meadows Dr. extension abutting the property to the north has a 74-foot right-of-way dedicated to the City of Camas. This street is classified on the Transportation Element of the Com.Plan as an arterial street with a maximum full width of 46-foot paved section plus landscape and detached sidewalks within 74-foot ROW. The improvement will include landscape median as well as left turn movement pocket lane to the proposed subdivision. We have*

coordinated extensively with the city staff and agreed that this street will have a 40-foot pavement width to match the existing pavement width on the existing street abutting the Golf Course. Improvement of this street will be coordinated with the property owner to the north and the city. Any cost associated with the improvement of this street will be reimbursed/credited by the city as TIF Credit. Appropriate pedestrian crossing will be installed at the entrance of this proposed subdivision and traffic calming including measures will be placed at the intersection. We have worked with the city and aligned the entrance of the subdivision to align with future entrance to the northern parcels.

- *A 30-foot half width right-of-way will be dedicated along NW Payne Street abutting the west boundary of our site as shown on the preliminary plat submittal.*
- *All interior streets in Phase I will be built with a 28-foot paved section plus landscape and detached sidewalk within a 52 feet ROW in accordance with CMC 17.19.040-2. The cul-de-sacs will be built with a 40-foot paved radius plus rolled curb and thickened sidewalk. The proposed interior street have been designed to provide adequate circulation for emergency vehicles. Also, all lots will have adequate driveway access to the streets. Lots 12 & 13 will be accessed through a proposed 12-foot paved driveway located within a 20-foot private easement. Lots 27 & 28. will have the same type access as well as Lots 34 & 35 and separately Lots 37 & 38.*
- *Interior streets in Phase II that include NW Magnolia Loop will be constructed with a 28 feet paved section plus landscape strip and detached sidewalk within a 52-foot ROW in accordance with CMC 17.19.040-2. The entrance of the subdivision has been designed to include a landscape roundabout, a two 14-foot lanes plus landscape strip and detached sidewalk. The intersection has been located and designed to align with the entrance of the future entrance to the northern parcel. The proposed Magnolia loop will provide adequate circulation and adequate access to all proposed lots.*
- *Phase III will include a private driveway connection to NW Magnolia Loop. A 24-foot wide paved access will be constructed within the future apartment phase and will provide adequate access/circulation for the future tenants and emergency vehicles.*
- *In accordance with the provisions of CMC 17.19.040.A.7, homes accessed from a private street will have automatic sprinklers installed per NFPA 13D or 13R. Per CMC 17.19.040.A.9, we will make make adequate provisions for parking enforcement recorded within a private covenant to ensure emergency vehicle access. These provisions will be noted on the final plat and included in the CC&R's.*

Traffic Management:

- *A Traffic Study has been prepared by Charbonneau Engineering, LLC. Please note that sight distance in both directions at the intersection of NW Payne Street and Lake Road has been analyzed and found that it meets the city and state requirements.*

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

- *The proposed water, sanitary sewer, storm drainage systems are shown on the preliminary utility plans. The dry utilities, (gas, power, telephone, cable, etc.), will be located underground 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.*
- *In accordance with CMC 17.19.030.F.1 A minimum of one 2" diameter tree will be planted in the planter strip or front yard of each dwelling unit. The location of these trees will be shown on the final construction improvement plans along with other applicable landscape requirements.*
- *The proposed average single family lots in Phase I is around 5,100 sq ft Each lot will have a 2 car garage in addition to 2 cars that can be parked within the driveway thus complying with the requirements of CMC 17.19.040 B 10c, that calls for three off-street parking spaces.*

4. CMC§17.11.030(D) Provisions have been made for dedications, easements and reservations;

- *The preliminary utility plan submitted with this application shows adequate provisions will be made for appropriate water, sewer and stormwater easements. Most of the utility lines will be located within the proposed public right-of-ways.*
- *All necessary easements such as private driveways will be noted on the final plat and will be the responsibility of the home owners sharing that easement.*

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 zoning District. All proposed lots exceed the minimum lot area of 2,100 sq ft. The proposed density is between 12.9 & 13.7 units per acre which falls well within the allowable density. Per CMC 17.09.050, the maximum allowable density is 18 units/acre.*

Lot dimensions:

- *The proposed lots will exceed the minimum requirements set by the Zoning District MF-18; The proposed lots exceed the minimum width of 20-feet and exceed the minimum depth of 60 feet. Most lots along the frontage of future NW Camas Meadows Dr. are around 100-foot depth. Single family lots in Phase I have an avg. width of 55-feet and an avg depth of 90-feet to 100-feet, thus exceeding the dimensional requirements.*

Double-frontage lots:

- *The preliminary plat shows double frontage along future NW Camas Meadows Dr. 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, to achieve 20-foot additional depth will be provided to buffer residential development from NW Meadows Camas Dr. The lots along the frontage have been designed with an additional 20-foot depth.

Corner lots:

- *Corner lots within Phase I & II have been designed to allow for the additional street yard setbacks. A note will be placed on the final plat showing the applicable setbacks.*

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;

CMC Chapter 16.07.025 SEPA- Environmentally sensitive areas:

- *A SEPA Checklist has been prepared and included with the preliminary plat packet.*

CMC Chapter 16.31 Archaeological Resource Protection:

- *Clark County GIS shows the site as having a moderate to high probability. An archaeological predetermination was completed by Archaeological Services LLC and determined that no archaeological materials were found. Please see attached archeological report included with the submittal packet.*
- *CMC Chapter 16.51 Wetlands: Not Applicable. There is not wetland within the site.*

CMC Section 17.19.030.A Environmental Regulations:

- *The site does not contain any sensitive land, wetland or any critical area. There are trees on the site. An arborist report has been prepared and included in the submittal packet. Please refer to the report for recommendation. We will try to save come trees that could be preserved that are located outside a future public right-of-way. Please note that some of the trees are also located within a dedicated right-of-way owned by the City of Camas. The dedicated ROW will be used to improve and construct the extension of NW Camas Meadows Dr an arterial street that will include a 40-foot paved section plus landscape strip and detached sidewalk.*

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

- *A traffic study has ben prepared by Charbonneau engineering, LLC which recommends a left turn movement lane on NW Payne Street intersection with NW Lake Road. No other improvement are recommended.*

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

- *A Homeowner's Association will be created for this development to ensure there are adequate and appropriate measures in place for the bio-retention water quality swales. Also, private*

driveways serving more than one lot will be located with an easement and maintained by the owners of the lots that are served by the driveway.

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;

- *a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at schools bus shelter/stops, and for students who walk to and from school, and*
- *b. The public use and interest will be served by the platting of such subdivision and dedication;*
- *Furthermore, we are providing adequate and appropriate utilities for stormwater, water and sanitary sewer that will be dedicated to the City. We are proposing adequate pedestrian path and sidewalks within the proposed interior street system as well as future arterial road abutting the site. In addition, we will be providing pedestrian crossing and a 10 foot sidewalk along NW Camas Meadows Dr to provide adequate pedestrian and bicycle path and future connection to a trail system connecting to the northern parcel. The trail may potentially provide a connection to the trail around the Lacamas Lake if an easement is obtained from the Golf Course. Open space will also be provided for the tenants along with club house and recreational amenities for future tenants.*
- *Appropriate fencing and landscape buffer will be provided along NW Camas Meadows Dr. in order to provide adequate buffer between residences and the arterial street.*
- **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.**
- *As mentioned previously, the proposed development is consistent with the comprehensive plan. The site is not located within any designated shoreline areas or any sensitive or critical areas. There are no wetland within the site. The site will comply with the zoning regulations and transportation regulations as discussed previously in this narrative.*

17.11.040 - Phasing.

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

- A. The phasing plan includes all land contained within the approved preliminary plat, including areas where off-site improvements are being made.**

- *The proposed preliminary plat subdivision shows the three different phases located within the parcel. Each phase can be constructed separately and will provide adequate road access, circulation, Fire Marshall's access as well as public utilities. Please refer to the preliminary plans included in the submittal packet.*

B. The sequence and timing of development is identified on a map.

- *The preliminary plat has been designed to allow each phase to be built separately. The owner may decide to build 2 or 3 phases all at once depending on market conditions. All phases will be built within the approved time allowed in the preliminary plat approval.*

C. Each phase shall consist of a contiguous group of lots that meets all pertinent development standards on its own.

- *Each phase is independent from the other phase. Each phase will have adequate road access, circulation as well as adequate public utilities including water, sewer and drainage. All proposed lots are designed to have adequate access onto public or private streets. Water quality swales will be included in the first phase. Detention will be provided in the existing wetland located in the northern parcel. Conveyance system will be constructed as part of Phase I.*

D. Each phase provides adequate circulation and utilities.

- *Each phase is independent from the other phase. Each phase will have adequate road access, circulation as well as adequate public utilities including water, sewer and drainage. All proposed lots are designed to have adequate access onto public or private streets. Water quality swales will be included in the first phase. Detention will be provided in the existing wetland located in the northern parcel. Conveyance system will be constructed as part of Phase I.*

E. Specific improvements necessary for the entire development may be required to be completed with the first phase, regardless of phase design or completion schedule of future phases, e.g., storm pond must be completed regardless of area where storm pond is located.

- *As mentioned above, the necessary improvement for stormwater facilities will be built as part of phase I. The owner may have the option of building all phases at once depending on market conditions.*

17.19.020 - IMPROVEMENTS, SUPERVISION, INSPECTIONS AND PERMITS REQUIRED.

- *Existing wells, septic tanks and septic drain fields will be abandoned in accordance with state and county guidelines.*

17.19.030 - Tract, block and lot standards.

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

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

- *The proposed plat allows for all lots to access Public Street directly with the exception of a few lots that utilize private streets to connect to the public roadway. All proposed lots exceed the minimum dimensions set in MF-18*

Building Envelopes. No lot shall be created without a building envelope of a size and configuration suitable for the type of development anticipated:

- *The proposed development will provide adequate building envelopes per City Code.*

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

- *No Flag Lots are proposed for the development. Private driveways/ Streets type A within phase I are proposed with a 20' easement and 12' paved roadway to serve 2 lots at a time located.*

The structure(s) accessed by a flag lot, access tract, or private road will be required to furnish a minimum of two off-street parking spaces per residential unit. Under no circumstances will required parking be allowed along the flag pole lot;

- *The proposed houses will have a minimum 2 car garage as well as a driveway that will accommodate 2 off-street parkings. No parking within the private streets are proposed.*

Primary structures accessed by flag lots, access tracts, or private roads are required to have automatic fire sprinklers;

- *All lots accessed by private driveways or private roads will have houses with automatic fire sprinklers.*

Double Frontage Lots.

- *There are lots within the development that are double frontage located along the frontage of NW Camas Meadows Dr. An additional 20' depth will be provided which will act as a buffer strip between the roadways and the buildings. Additionally, a perimeter fence and landscaping may also be provided.*

Corner Lots.

- *All corner lots have additional width to accommodate the additional side yard requirements.*

Tracts and Trails.

- *Not Applicable.*

F. Landscaping.

1. Each dwelling unit within a new development shall be landscaped;

- *Each dwelling unit will have at least one street tree. A final landscape plan will be prepared at time of final engineering review per City of Camas Code.*

2. The city council finds that the existing mature landscaping of trees, and shrubs provide oxygen, filter the air, contribute to soil conservation and control erosion, as well as provide the residents with aesthetic and historic benefits.

- *Some trees will be preserved and identified at time of final engineering design.*

3. Tree planting, when required as a vegetative buffer, shall be of a species as approved by the city.

- *A final landscape plan will be prepared at time of final engineering and subject to review and approval by the City of Camas Code.*

4. **The tree planting shall be the responsibility of the land developer and shall be installed or bonded for prior to final plat approval, or as specified in the land use decision.**
 - *As required, all street trees will be planted prior to final plat approval and will be bonded as required.*
 5. **Landscaping shall conform to plant criteria in the Camas Design Standard Manual. Any planting of trees or shrubs within the right-of-way or vision clearance area must be shown on the construction drawings for approval.**
 - *A final planting and landscape plan will be prepared in accordance with City Stds and will be subject to review and approval.*
 6. **Storm drainage facilities, pump stations and other visible facilities shall be setback a minimum of thirty feet from any street or accessory structure and be landscaped in accordance with criteria in the Camas Design Standard Manual.**
 - We are applying for an exemption to the 30 foot setback. Please refer to the separate attached letter addressing the requested exemptions.
- G. Non-City Utility Easements. Easements for electric lines or other public utilities may be required. Easements for utilities shall be a minimum of six feet in width and centered on front or side lot lines.**
- *Dry utility easement will be provided as required.*
- I. Street Signs.**
- *A signage and striping plan will be done at final engineering design submittal and review process.*
- J. Lighting.**
- *The street lighting and primary power design will be prepared at final engineering design.*
- K. All residential streets shall conform to the guidelines and standards of the city neighborhood traffic management plan.**

17.19.040 - Infrastructure standards.

- *Our proposed site will be required required to build a half-width frontage improvement on NW Camas Meadows Dr., but coordination is underway with the neighboring property to the north for the design and buildout of that street. The proposed plan shows what the full buildout would look like when it is completed. We have been working extensively in the last few months with the neighboring property developer to the north and the City staff and agreed on a full width dimensions for NW Camas Meadows Dr extension and the logistics and design elements of the roadway. Coordination will be ongoing until fully constructed and accepted. NW Meadows Dr will be constructed with a 40-foot paved section plus landscape strip and detached sidewalk. A 10-foot detached sidewalk will be constructed on the north side to provide an adequate pedestrian and bicycle path.*
 - *All interior streets will be built with 28-foot paved section within 52-feet ROW in conformance with City Stds.*
 - *NW Payne St. is a private roadway owned by Camas Meadows Golf Course. We are proposing to dedicate a 30-foot Right-of-Way along our frontage.*
 -
- A. Private Street: Private street(s) may be authorized when all of the following occur:**

1. **Allowing private streets in the area being developed will not adversely affect future circulation in neighboring lots of property or conflict with an existing adopted street plan;**
 - *The proposed private streets/driveways will provide access to 2 lots at a time and do not adversely affect future circulation in neighboring lots nor do they conflict with any existing street plan.*
2. **Adequate and reasonable provisions are made for the ownership, maintenance, and repair of all utilities and the proposed private streets;**
 - *The proposed private streets will be maintained by their respective lot owners. Easements will be provided to the City for access, inspection and repair of any public utilities.*
3. **The proposed private streets can accommodate potential full (future) development on the lots or area being developed;**
 - *The proposed private streets only provide access to their respective lots consisting of 2 lots per private roadway.*
4. **Connect to no more than one public street, unless it is an alley;**
 - *The proposed private streets will only connect to one public street.*
5. **Conform to the Camas Design Standard Manual;**
 - *The proposed private streets conform to City of Camas Std. Detail PVT1 within the design manual.*
7. **Homes constructed to access from private roads shall have automatic fire sprinklers installed per NFPA 13D or 13R;**
 - *All residences accessing private roads /driveways will have automatic fire sprinklers.*
8. **Access requirements for recycle service, garbage service, and emergency vehicles are provided;**
 - *All services will have adequate access.*
9. **Provisions for adequate parking enforcement are recorded within a private covenant to ensure emergency vehicle access. These provisions shall be noted on the final plat, e.g. Towing service.**
 - *To be established at Final Plat.*

B. Streets.

Half Width Improvement.

- *The proposed development will be required to build a half-width frontage improvement on NW Camas Meadows Dr., but coordination is underway with the neighboring property to the north regarding the design and buildout of that street. The proposed plan shows what the full build out would look like when it is completed. We have been working extensively in the last few months with the neighboring project to the north and the City staff and agreed on a full width dimensions for NW Camas Meadows Dr extension and the logistics and design elements of the roadway. Coordination will be ongoing until fully constructed and accepted. NW Meadows Dr will be constructed with a 40-foot paved section plus landscape strip and detached sidewalk. A 10-foot detached sidewalk will be constructed on the north side to provide an adequate pedestrian and bicycle path.*

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

- *All proposed interior streets will be built in accordance with Table 17.19.040-1 Minimum Private Street Standards*

Table 17.19.040-2 Minimum Public Street Standards

Intersections.

- *The proposed intersections are at 90° angles.*

Street Layout.

- *The proposed street layout is the most efficient and practical for the development and neighboring properties. See also the associated exception request submitted with this application package.*
 - 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.**
 - *The proposed street layout is based on the amount of trips for each phase/use and to provide the most efficient circulation and safety. Topography and cut/fill requirements were not a determining factor in the layout.*
 - b. Where critical areas are impacted, the standards and procedures for rights-of-way in the critical areas overlay zone shall be followed.**
 - *There are no critical areas within the site.*
 - c. When the proposed development's average lot size is seven thousand four hundred square feet or less, one additional off-street parking space shall be required for every five units, notwithstanding the requirements of CMC Chapter 18.11. These spaces are intended to be located within a common tract.**
 - *The proposed single family detached units will provide a minimum 4 off-street parking spaces per lot. This is achieved with a two car garage and 2 parking spaces within the driveway apron.*
 - *The proposed single family attached units will provide approximately 3.5 off-street parking spaces per lot. This is achieved with a 1.5 car garage and two parking spaces within the driveway apron.*
 - *The multi-family apartment complex provides a minimum of 1.56 parking off street parking stalls per unit.*
 - 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.**
 - *A30-foot right-of-way has been provided along NW Payne Street abutting the subdivision as well as along the southern side of the parcel.*

Access Management.

- *The main access to the proposed Phase II & Phase III will be through future extension of NW Camas Meadows Dr. Phase I will have a separate access through Payne Street, thus providing 2 access points to the subdivision while providing a buffer between the single family lots and the apt. building. Please refer to the traffic study prepared by Charbonneau Engineering.*

Street Design.

- *All interior streets are designed to full width and per the Camas Design Standard Manual.*
 - a. Shall be graded as necessary to conform to Camas Design Standard Manual.**
- *The grades will be designed per city Standards at time of final engineering.*
 - b. Grades.**

All grades will be designed in accordance with the City Standards.

- *The longitudinal stretches of the proposed roadways meet or exceed this standards. However there are 4 locations where 90° intersections are proposed which are less than the 70-foot radius requirement. An exception request has been proposed and is included within this submittal package.*
 - d. Shall be of asphaltic concrete according to Camas Design Standard Manual.**
- *All roadways are proposed to be asphalt-concrete. A pavement section design will be performed by Columbia West Engineering.*
 - e. Shall have concrete curbs and gutters.**
- *All roadways will have concrete curbs and gutters. All Curb returns meet the radii standards.*
 - f. Shall have storm drains in accordance with the Camas Design Standard Manual.**
- *All roadways are proposed with storm drains per Camas Design Standard Manual.*

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

- *Sidewalks will be constructed per Camas Design Standard Manual.*

Cul-de-sacs.

- *The proposed cul-de-sacs are less than 400' in length.*

Turn-arounds.

- *All turnarounds are proposed to meet City Stds.*

C. Utilities.

- *All utilities will be installed underground. Any utilities outside of the public right of way will have easements dedicated to the City for access and maintenance.*

Sanitary sewers shall be provided to each lot at no cost to the city and designed in accordance with city standards.

- *Sanitary Sewer is currently proposed to be a Gravity System. The Gravity Main will connect to Two Creeks Pump Station. The pump station will be analyzed for capacity at time of Final Engineering. Each dwelling unit will have a lateral per Camas Design Standards. Any utilities outside of the public right of way shall will easements dedicated to the City for access and maintenance.*
 - a. Detached units will have their own sewer service and STEP or STEF or conventional gravity system as required.*
 - c. Multifamily units will have one sewer lateral per building.*

Water System.

- *The Water System will connect to the existing lines within NW Payne St, NW Camas Meadows Dr and NW Larkspur St and be extended throughout the development. Each dwelling unit will have water service per Camas Design Standards. Any utilities outside of the public right of way will have easements dedicated to the City for access and maintenance.*

17.21.030 - LAND DISTURBING ACTIVITIES—EROSION PREVENTION/ SEDIMENT CONTROL.

- A Final Erosion Control Plan(s) will be developed for implementation of BMPs to manage stormwater during grading activities and will be submitted as part of the construction plans for review and approval. The Final erosion control plan will be designed in accordance with the City of Camas Standards 17.21.030

18.05.040 - RESIDENTIAL AND MULTIFAMILY ZONES.**I. MF-18 Multifamily Residential. These zones are intended to provide for dwellings such as apartment complexes. It is desirable for these zones to be adjacent to parks and multi-modal transportation systems.**

- *The proposed project is in compliance with the MF – 18 Multi Family residential zoning district. These zones are intended to provide dwellings such as apartment complexes. The proposed project has been designed to provide a mix of residential dwellings which would include single-family detached units on single-family lots with an average lot area 5,100 ft.² Also we are providing smaller lot sizes for detached or possible attached townhome units, Phase III will include apartment buildings. Therefore providing a variety of housing types and styles that would compliment and meet the intent for this zoning district and will provide a better community instead of using the full site for apartment buildings. The proposed project will leave open space within the existing Power easements. Also, we plan on providing pedestrian access and trails to connect to the northern parcel which will continue these trails to open space around existing wetland. We are also working on a feasibility to potentially connect if possible the proposed trail to the existing trail around Lacamas Lake.*

18.09.040 - TABLE 2—DENSITY AND DIMENSIONS—SINGLE-FAMILY RESIDENTIAL ZONES.**18.09.050 - Table 3—Density and dimensions for multifamily residential zones.**

- *The proposed site is located within the MF-18 zoning district that allows apartment units with up to 18 units per acre. We are proposing a Three phase mix of residential units with a proposed density between 12.9 and 13.7 units per acre. Phase I will include 46 single family lots with avg lots of 5,100 sq ft. Phase II includes 2 options: Option A will be 18 single family lots for singly family detached homes & Option B may include 31 single family lots that may include attached townhouses. Phase III will include up to 138 luxury apt. units.*
- *Favored streetscape landscaping and wide sidewalks or pathways will be used throughout the project. Street trees and planting strips particularly those separating the sidewalks from vehicular traffic will be used within the interior streets. We will also use distinctive color paving at pedestrian crossing and the entrance of the project.*

18.11.020 - PARKING DESIGN.

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- *The design of off-street parking will be as follows:*
- *Ingress/Egress has been provided for Phase I through a public road connecting to NW Payne Street. All roadways are designed in accordance with the City Rd Stds. Each units will have a minimum 4 off-street parking that all include a 2-car garage along with a driveway that accommodate 2 cars.*
- *Access to Phase II will be throughout the future extension of NW Camas Meadows Dr. Future lots will provide adequate off-street parking with a minimum 3 for each lot between the garage and the driveway.*
- *Access to Phase III will be connection to the proposed public roads via a proposed driveway with private circulation within a minimum 24 feet paved access. The apt units have been designed to provide a minimum 1.56 spaces per unit in accordance with the City Stds.*

18.11.110 - PARKING FOR THE HANDICAPPED.

- Off-street parking and access for the physically handicapped persons will be provided in accordance with the international building code.

CHAPTER 18.13 - LANDSCAPING**18.13.060 - PARKING AREAS.**

- A. *Parking areas will be landscaped at all perimeters.*
- B. *All parking areas will provide interior landscaping for shade and visual relief.*
- C. *Parking lots shall will a minimum ratio of one tree per six double-loaded stalls or one tree per three single-loaded stalls*
- D *Planter strips (medians) and tree wells will be used within parking areas and around the perimeter to accommodate trees, shrubs and groundcover.*
- E. *Planter areas will provide a five-foot minimum width of clear planting space.*
- H. *No more than fifteen parking spaces shall be located in a row without a landscaped divider strip.*

CHAPTER 18.19 - DESIGN REVIEW*

- *The proposed development will address the Design Review at time of Final Engineering and Final Site Plan Approval Process.*

18.23.100 - APPROVAL STANDARDS.**A. The proposed PRD conforms to:****1. The City of Camas' comprehensive plan;**

- *The proposed subdivision will provide a variety of housing units with different sizes and styles within the allowable density and will meet the criteria for the Camas Comp Plan. We are proposing a Type III (3) phased residential neighborhood community*

subdivision on a 19.5 acre parcel. The proposed residential project is tailored for every lifestyle which will include a nice variety of housing styles and sizes.

2. All provisions of the Camas Zoning Code which are not proposed for modification;

- *We are not proposing any modification to the Zoning District Criteria. The proposed project meets the intent of MF-18 Zoning District by providing a mix of housing from single family detached/attached and apt units in accordance with the use and density of the MF-18. The proposed density meet MF_18 density that allows up to 18 units/acre. The proposed density will be between 12.9 & 13.7 units per acre.*

3. All engineering design standards; and

Any other applicable city, state, federal regulations, policies, or plans, except those standards proposed for modification.

- *The final design will meet the criteria of road standards, landscape and utilities requirements and will be subject for final review and approval. All interior roads have been designed in accordance with City standards providing adequate pavement width and sidewalks within the applicable right-of-way dimensions.*

B. Utilities and other public services necessary to serve the needs of the proposed development shall be made available, including open spaces, drainageways, streets, alleys, other public ways, potable water, transit facilities, sanitary sewers, parks, playgrounds, schools, sidewalks, and other improvements that assure safe walking conditions for students who walk to and from school.

- *All utilities including water, sewer, drainage will be constructed within public right-of-way or approved easement/tracts. The proposed development will provide adequate safe pedestrian walkways within the whole subdivision and will connect to future sidewalk along the frontage of NW Camas Meadows Dr. All dry utilities including but not limited to gas, electricity, cable, etc. will be constructed with a 6-foot easement in conformance with the City Stds.*

C. The probable adverse environmental impacts of the proposed development, together with any practical means of mitigating adverse impacts, have been considered such that the proposal shall not have an unacceptable adverse effect upon the quality of the environment, in accordance with CMC Title 16 and 43.21C RCW.

- *The proposed development is consistent with the comprehensive plan. The site is not located within any designated shoreline areas or any sensitive or critical areas. Development of the site will be in accordance with the intent use of the parcel and in compliance with all zoning district for the MF-18 as classified by the City of Camas. Open space/ recreational amenities will be provided for the project and specifically for the apt units. Pedestrian walkways/ trails will be provided. We have worked extensively and will continue to do so with the city staff and neighboring properties to explore the option of connecting our proposed walkways/trails to the existing trail around Lacamas Lake.*

D. Approving the proposed development shall serve the public use and interest, and adequate provision has been made for the public health, safety, and general welfare.

- *The public use and interest will be served with the completion of the proposed development. The public street system will be further expanded and enhanced by improving neighborhood connectivity and circulation. The proposed use is in compliance with the intent of MF-18*

- *The public use and interest will be served by the platting of such subdivision and dedication; All streets and utilities will be designed in accordance with City standards. The proposed use of the site is in compliance with the intent of the use classified in the MF-18 Zoning District. Pedestrian access and trails will be provided within the subdivision and extended for future extension to neighboring properties and potentially to the existing trail in Lacamas Lake. All future lots will have adequate access, parking and landscape. Circulation and adequate access is provided for emergency vehicles.*

E. The proposed development satisfies the standards and criteria as set forth in this chapter.

- All public utilities, roadway, walkways proposed use meet the standards and criteria of the parcel zone designations well as Roadway Standards

F. The proposed development shall be superior to, or more innovative than conventional development, and shall provide greater public benefit without additional probable adverse impacts to public health, safety, or the environment, than available through the use of conventional zoning and/or development standards.

- The proposed development has been designed with a concept of providing a variety of residential uses instead of one single use of apartments only. Therefore, we are proposing a three phase project with each phase allowing the construction of a different housing product and with different sizes and styles. Therefore, the completed project will provide a sense of community that include single family detached units, potentially some single family attached units and some luxury apartment units with recreational facilities and amenities. Thus, providing a more selection of housing that will be provided to the public. The design will be innovative and the units will be luxurious to reflect the location of the site being next to a Golf Course.

G. The proposed development shall provide at least two access points (where a PRD does not have access to a primary or secondary arterial) that distribute the traffic impacts to adjacent streets in an acceptable manner.

- The proposed development has an access to a future arterial street which is NW Lacamas Meadows Dr. In addition, we are providing another access for phase I through a connection to Payne Street along with dedication of a 30-foot additional right-of-way to Payne St.

H. Preliminary approval does not constitute approval to obtain any building permits or begin construction of the project.

- *The final design will be subject to City review and approval.*

CHAPTER 18.31 - SENSITIVE AREAS AND OPEN SPACE*

18.31.080 - Tree retention.

A. A tree survey, conducted by a qualified biologist, landscape architect, or arborist, shall be conducted for all lands proposed to be developed and listed under Section 18.31.020. A survey shall not be required for lands proposed to be retained as undeveloped open space.

- *The site does not contain any critical or sensitive areas. Please note that the application also includes the area of future road improvement on NW Camas Meadows Drive extension. The right-of-way for the road is already dedicated and owned by the City of Camas. A Tree Survey has been conducted by an Arborist and the report is included within this submittal package.*

B. To the extent practical, existing healthy significant trees shall be retained. Preservation of groups of significant trees, rather than individual trees shall be preferred. All grading shall take place outside the drip line of those significant trees to be retained, except that the city engineer may

approve grading within the drip line if it can be demonstrated that such grading can occur without damaging the tree or trees.

- *No significant trees are on the site. Please refer to the Arborist report. We will evaluate during final design possible retention of some trees.*