COMMUNITY DEVELOPMENT DEPARTMENT
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STAFF REPORT
Green Mountain Planned Residential Development and Preliminary Plat Application
File Nos. SUB14-02, SEPA14-21, ARCH14-10

Staff Report Date: May 5th, 2015

TO:	Planning Commission	HEARING DATE:	**May12th, 2015**
PROPOSAL:	A planned residential development for a 1,300 lot master-planned community on 283 acres and a preliminary subdivision (Phase I) to include 201 single detached residential lots on 51.21 acres.		
LOCATION:	The entire project is located north of NE Goodwin Road and northeast of NE Ingle Road in Camas, Washington and comprised of nine tax parcels: 172555-000, 171727-000, 171704-000, 172341-000 are zoned (R-10); 172557-000 and 172553-000 are zoned (MF-10); 173178-000 and 173165-000 are zoned (R-6) and 172559-000 is zoned (CC); and further described as Sections 17, 20 and 21, Township 2 North, Range 3 East of the Willamette Meridian, Camas Washington.		
APPLICANT:	Green Mountain Land, LLC		

PUBLIC NOTICE:	Notice of public hearing mailed to property owners within 300 feet of the site on 4/28/2015, and published in the *Post Record* on 4/28/2015, Legal publication #533827.
STATE ENVIRONMENTAL POLICY ACT (SEPA):	The City issued a SEPA Determination of Non-significance (DNS) (file no. SEPA14-21) on March 3rd, 2015. **No appeals were filed**.
APPLICABLE LAW: The application was submitted on **December 30, 2014,** and deemed complete upon request of the applicant on January 29, 2015. The applicable codes are those in effect on the date it was first submitted, and as specified in a development agreement. Camas Municipal Code Chapters (CMC)(through Ordinance No. 2600): Title 16 Environment, Title 17 Land Development; and Title 18 Zoning; Specifically, Chapter 17.11 Subdivisions, Chapter 18.07 Use Authorization, Chapter 18.09 Density and Development, Chapter 18.23 Planned Residential Development, Chapter 18.55 Administrative Provisions, and Chapter 3.88 (Impact Fees). A recorded development agreement between the City and the applicant also governs certain requirements of the proposal. [**Note**: Citations from Camas Municipal Code (CMC) are indicated with ***italicized* type**.]	

I. Summary

Zoning: Single-Family Residential (R-6), Single-Family Residential (R-10), Multi-Family (MF-10), and Community Commercial (CC)

Proposed Lots: PRD: 1,300 residential and commercial lots

Total site area: 283 acres

Open Spaces: 85 acres

History and Background:

In 2007, the City updated its Comprehensive Plan and Zoning map to include additional land to its North Urban Growth Area (NUGA) and developed capital facilities plans (sewer, water, and transportation) for the NUGA as required by GMA. In 2008, the NUGA area was annexed and the pre-annexation agreement created out of that process was soon replaced with a Development Agreement (DA) in 2009 that provided a conceptual framework for the future development of the Green Mountain property. Green Mountain, LLC purchased the property in 2012 and prepared updated technical information for the property. With the expiration of the 2009 DA coupled with the new technical information, a new DA was prepared and approved December 22, 2014 which contains a conceptual Master Plan for a mixed use planned residential development including requirements relating to parks and open space, transportation, tree preservation, planning standards, stormwater, streetscape and significant views for specific areas of the project. Additional history and background of the Development Agreement is set forth in Resolution 1315, Exhibit 55, recording number 5134733 AGR.

Physical Description:

The top of Green Mountain, including its western and southern slopes, stands at the northeast corner of the property. The northern portion of the property is generally forested with moderate to steep slopes and contains multiple terraces and rock outcroppings. The Green Mountain clubhouse and golf course sits on the southern half of the property on gentle to moderate slopes. The southern section also contains numerous wetlands, man-made ponds and ditches, a tributary creek with an adjoining oak grove and a gas transmission line. A BPA power line traverses the entire property. Adjacent to the site, to the north, is the Mountain Glenn subdivision with single-family residences. The site is bordered on the south by NE Goodwin Road and on the west by NE Ingle Road. Immediately to the east is a single-family residence zoned R-6; however County land outside of the UGA abuts a portion of the site to the east and is zoned large lot rural residential.

Proposed Action:

Application has been made to the City of Camas for planned residential development (PRD) and preliminary plat approval for a portion of the Green Mountain area, submitted December 30, 2014 and deemed complete on January 29, 2015 (Exhibit 57). The PRD proposal includes 1,300 single and multi-family residential homes, 8.8 acres of commercial/retail/office buildings, common open spaces, parks, trails, landscaping, associated parking lots, access roads, stormwater and detention facilities, utilities and other related infrastructural improvements. The master plan created development areas ("aka pods") with designated residential densities. The PRD will be developed in multiple phases with subsequent preliminary plat approval processes.

The preliminary plat proposal (City file number SUB14-02), which is Phase I of the PRD, would segregate 51.21 acres of this area into 201 lots lots ranging in size from 3,000 square feet to 9,000 square feet to accommodate front and alley loaded single-family residential homes. The proposal includes various tracts for open space and parks, access and parking, stormwater facilities, and a clubhouse. The proposed preliminary plat is accessed off of NE Ingle Road and an extensive network of trails meanders throughout the site. The proposal also includes an exception request to the required development standard setback for stormwater facilities fronting rights-of-way. Additional flexibility in lots standards was proposed to coincide with the density and dimensional standards adopted in the Development Agreement. The applicant proposes several different "pods" to provide for a variety of single family detached lot sizes with up to seven different residential densities, not to exceed densities specified in the recorded DA.

This report includes the applicable approval criteria, followed by staff analysis, findings of compliance or non-compliance with the applicable codes and the DA, and a recommendation to the Planning Commission.

II. Discussion and Findings for Critical Areas (Title 16) and Sensitive Areas and Open Space

CMC 16.31 Archeological Resource Preservation

Findings: The applicant provided a detailed archaeological report for the PRD in its entirety, and for the first phase subdivision, as per CMC 16.31. Certified mailing labels to the impacted tribes dated December 19th, 2015 were provided with the application (Exhibit 52). The Washington State Department of Archaeology and Historic Preservation (DAHP) provided written comments for the SEPA determination (Exhibit 62). Additional archaeological review will be necessary for future phases of the development. The applicant will be required to coordinate and comply with DAHP with all phases of the development prior to construction taking place for all respective phases, as per CMC16.31.050. A condition to this effect is warranted. Additionally, In the event that any archaeological or historic materials are encountered during project activity, work in the immediate area (initially allowing for a 100-foot buffer; this number may vary by circumstance) must stop and the following actions taken:

a. Implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering;

b. Take reasonable steps to ensure the confidentiality of the discovery site; and

c. Take reasonable steps to restrict access to the site of discovery.

The project proponent shall notify the concerned tribes and all appropriate city, county, state, and federal agencies, including the Washington State Department or Archaeology and Historical Preservation. (CMC 16.31.150(D))

Conclusion: As conditioned, this section can be met.

CMC 16.33 Public View, Open Space Protection and Historic Sites and Structures

Findings: The applicant has provided a detailed tree preservation approach with the recorded DA with regards to CMC16.33. Exhibit E in the DA provides a tree preservation strategy for each phase of the development. In total, 4,759 trees, or 50% will be retained for the overall site. Additionally, the site will see additional landscaping provided with the development of the subdivision phases and commercial spaces, in addition to parks development thereby raising the overall tree canopy of the development as it builds out.

The applicant is also proposing to provide an approximate total of 103 acres of open space for the development as a whole, which is close to 33% of the overall site area. Some of the open space will include a trial system, community park space, and natural environmental spaces such as wetlands and tree habitat mitigation areas. This section can be met as proposed.

The site does contain an existing structure that the applicant's archaeologist did recommend should be retained either in place, or elsewhere on site. DAHP did recommend that the structure should be retained, but if not possible then further consultation will be necessary to see if additional documentation of structure is warranted. A condition to this effect is warranted.

Conclusion: As conditioned, this section can be met.

CMC 16.53 Wetlands

Findings: The applicant provided a critical area report (CAR) which complies with the standards of CMC Chapter 16.53 Wetlands and CMC Chapter 16.61, and with additional email correspondences from the Ecological Land Services.

In brief, the applicant avoided impacting the wetland areas to the extent practical, and utilized the provisions for buffer reductions and demonstrated that mitigation of impacts could occur onsite.

The site overall contains several man-made and naturally occurring wetlands as listed in the CAR. The first phase of this development does not propose to fill any jurisdictional wetlands, nor does the first phase contain any jurisdictional wetlands. The applicant does propose to buffer average two buffers related to Wetland D and G. No net loss is proposed for the two buffer areas to be averaged as per the CAR.

The applicant proposes to set aside several areas for wetlands and their respective buffer areas in the development, but it is unclear if they will be contained in tracts. Preserved wetland areas and their associated buffers are required to be placed in tracts, as per CMC 16.51.240. A condition to this effect is warranted. Prior to final plat approval, private covenants will need to be submitted, and must include provisions for proper maintenance and protection of this tract. CMC§16.51.210, allows the city to require adequate protective mechanisms. The city may require permanent fencing and signs adjacent to the critical area tract to act as a clear demarcation between private and common spaces. There are a few areas that will be set aside for tracts that will tie into trail and open space. Clear demarcation along the trail lines shall be in place with signage along the boundaries between wetland boundaries, buffer and recreational open space. Staff recommends that signs and fencing be installed along the final boundaries between housing lots and wetland areas with their respective buffers and shall be reviewed during engineering review. A condition to this effect will be included with this report.

Future phases that will impact jurisdictional wetland and/or their associated buffers will require additional review and approval by the city with those subsequent applications. A condition to this effect is warranted.

CMC 16.59 Geologically Hazardous Areas

Findings: The PRD site overall does have some areas that trigger a geotechnical review. The applicant has provided a detailed geotechnical report (Exhibit 46). The conclusion of the report is that phase 1 is considered low risk for geo-hazards. There are recommendations contained in the report that suggest having site preparation done in conformance with building code requirement with any excavation and grading of native and fill soils on site for when construction takes place. The applicant also acknowledges that further study is necessary for each respective phase. The applicant shall submit additional geological studies for each subsequent phase of this PRD.

Conclusions: As conditioned, this section can be met.

CMC 16.61 Fish and Wildlife Habitat Conservation Areas

Findings: The applicant's CAR did address the various elements listed in the CMC regarding habitat areas contained in this chapter. A comment letter was received by Washington State Department of Fish and Wildlife (WDFW) through the SEPA comment period (Exhibit 66). The applicant's consultant, Ecological Land Services, provided written responses to each concern raised by WDFW, which are as follows:

Oregon White Oak Habitat

The applicant is proposing to remove 8 oak trees with the first phase of the development that qualify for tree protection. The applicant, through its CAR, is going to mitigate for those trees at a higher replacement ratio than that is required in CMC16.51.120, which is normally 2 to 1. The applicant is proposing to provide Oak Tree mitigation within a buffer of a Category III wetland abutting Phase 1 as depicted in Figure 9 of the CAR. The applicant has also further discussed the oak tree habitat overall for the site with the WDFW, whereby they will look to provide an Oak Habitat Mitigation Bank up front for the rest of the development site to pre-mitigate for this and future phases. A detailed planting, mitigation and monitoring plan will be required to be provided to the city prior to any construction taking place on site. A condition to this effect is warranted.

Green Mountain Biodiversity Area

There has been some debate as to the accuracy of Clark County's mapping of a forested area in phase 1 if it qualifies as a Biodiversity Area. According to ELS, the young, deciduous forested area in the northern part of Phase 1 doesn't meet the definition of Biodiversity Area. If this conclusion is supported by WDFW the city will not require additional conditions for phase 1.

There are other areas within the PRD overall that do have mapped Biodiversity distinction that will require further review and analysis for those respective phases.

Townsend's Big-eared Bat

The developable portions of Phase 1 do not contain topography suitable for caves. According to the applicant, WDFW's main concern was potential habitat outside of the Phase 1 project area, but within the PRD. This area will need to be surveyed by WDFW and ELS biologists prior to any development in the potential habitat area.

Bradshaw's Lomatium

The documented Bradshaw's lomatium is outside the boundaries of Phase 1 and the PRD. The closest known location is about 0.25 miles from the nearest PRD boundary. According to ELS, WDFW didn't believe that there was suitable habitat within Phase 1 or the PRD for the lomatium, concurring with findings by ELS biologists and onsite maintenance staff knowledgeable about plants.

Conclusion: As conditioned, this section can be met.

III. Discussion and Findings for Preliminary Plat Criteria of Approval (CMC17.11.030)

The italicized text in boxes is the criteria of approval for preliminary plat applications per CMC§17.11.030(D) (**1 through10**).

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

The applicant's narrative at pages 17 and 18 identifies that the proposed subdivision is in conformance with the Camas Comprehensive Plan (Comp Plan), 2014 Parks, Recreation and Open Space Plan (Parks Plan), Neighborhood Traffic Management Plan (NTM Plan) and any other city adopted plans.

The proposed subdivision will help accommodate the projected growth through well-planned 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. The mixed-use urban village will allow for economic development opportunities and will be well integrated into the surrounding development. The parks and open space needs can be met with the development of park

land and trail networks, in addition to preservation of open space and natural areas. Many of these elements were addressed in the DA.

PARKS AND OPEN SPACE PLAN: The applicant proposes to provide for open space and parks by utilizing five components to their development.

- Open Space Area: The applicant is proposing to retain approximately 33% of the site in open space both for active recreation and natural space preservation.
- Community Trail System: The trail system is proposed to have both regional and neighborhood trail networks. The required regional T27 Trail is shown to navigate through the entire development largely using the BPA easement. The applicant is proposing that the T27 trail will be 8' wide paved at the central park area then taper down to 6' paved where the grade goes up to 8%, then down to 4' compacted gravel surface over 8% in terrain. The applicant also proposes to provide neighborhood trails T29 and T30. Those trails are proposed to be 6' in width with compacted gravel surfacing from flat up to 8% grade, and 4' wide compacted gravel over 8% in grade. Over 3 miles of trails are proposed overall.
- Central Community Open Space and Park: In the center of the development is the proposed 14 acre central park. Five acres of which will be used for active recreational area to include appropriate amenities including, but not limited to playground equipment, open lawn area to accommodate field space, paved sport courts, water features, restrooms, and site furnishings to name a few.
- Residents' Clubhouse: The applicant is also proposing a private club house for use of the residents. The clubhouse will contain an outdoor pool, meeting rooms, lounge and will be owned and maintained by the HOA.
- Landscape Master Plan Components: The overall development will have a comprehensive landscape plan that will help tie the community's sense of place together.

The T27 trail is required to be developed at minimum width of 12' and shall be paved in asphalt or concrete as per the 2014 Parks, Recreation, and Open space plan on table B1. The same table also contains minimum standards for local trails, rustic trails and semi-primitive trails. Staff met with the parks development review committee on March 13th, 2015 to discuss the project. The following are a summary of comments from the review committee.

- Project appears to plan for the appropriate trails, public viewing area atop Green Mountain, and a neighborhood park as called for in the Parks and Open Space Plan. The committee appreciated seeing regional trail connection that is tied into the local community as well as seeing the development of viewing areas atop Green Mountain. (In discussions with a rep. of the applicant, the top of Green Mountain is heavily forested. The City has identified the desire to protect the natural backdrop of Lacamas Lake including Green Mountain). Additional discussion on balancing a viewing area with the natural backdrop should occur with the committee prior to final construction plan approvals on the GM trails.

- The committee was concerned with construction of trails on steep slopes. It was noted the plans indicate slopes up to 16% which they felt were too steep. They recommended that the design minimize slopes and not exceed 8- 12% except where it is determined to not to otherwise be practicable.

- Where trails cannot meet ADA, the committee is interested in offsetting this with design efforts elsewhere to incorporate ADA accessibility in trail design, picnic areas, viewing platforms, etc.

- The committee would like to see the trail on Green Mountain connect to the adjacent County lands and would like to see this coordinated with the County Parks Dept. This will coincide with the Clark County Parks Department's request that the proposed development contain trail linkages to the County Parks area trails that abut the site.

- The location of the park within the community is supported. There is some concern as to the amount of usable area and how it ultimately is improved. The connectivity of the park to the larger trail networks is applauded. The Parks Board will ultimately need to be involved in the review of the Park Design and improvements. The Park would be a City Park and the Committee would support improvements being Impact Fee Creditable.

- The committee is interested in walking the site with the developer at some point prior to finalizing construction plans.

Essentially, the applicant has clearly provided some thought towards the implementation of the necessary parks and open space requirements based on the parks master plan. They have also provided some additional elements that help make the project become more innovative in design than standard subdivisions. It is unclear, however, what the intent for development and final ownership of the five acre neighborhood park proposed in phase 1. The neighborhood parks element in the parks master plan envisions a city owned Public Park to serve the area. The design, development and parks credit plan for the five acre central park shall be finalized prior to final plat approval for phase 1. Taking into considering the comments from the parks committee, and the required trail design standards as listed in the Parks Master Plan, staff will provide conditions as appropriate to ensure trail and parks development compliance.

Neighborhood Traffic Management Plan
The city has a Neighborhood Traffic Management Plan (NTM). This plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADT) or more.

The submitted Transportation Impact Analysis (TIA) clearly demonstrates that this threshold will be exceeded with the first phase of development.

The applicant has not identified traffic calming features other than the narrowed entry street and the majority of internal streets at 28 feet wide. There is no discussion of traffic calming elements for the remainder of Planning Pod 1 or the other six Planning Pods within the development.

A condition of approval requiring installation of traffic calming elements in the number, type and location acceptable to the city engineer is warranted.

Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.

Staff finds that as conditioned the applicant can or will comply with the city's NTM plan.

Findings: Staff finds that the project as conditioned can be consistent with the city's comprehensive plans.

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

Findings:

Water:

There is an existing 8" dead end water line in NE Ingle Road that currently serves the golf course and clubhouse. In 2013 the city performed some limited water modeling at the applicant's request to determine available fire flows under various scenarios (see Technical Memorandum from Gray & Osborne, Inc. dated November 20, 2013 - exhibit #77).

The modeling showed that the existing system (and future 8" diam. extensions) can only provide adequate fire flows for the lower, southerly portion of the site near NE 28th Ave.

Fire flows were not adequate in the middle and northerly portions of the site without upsizing portions of the system as shown by the modeling results of scenario #2. With those improvements, adequate fire flow was only provided for a portion of proposed Phase 1 up to an approximate elevation of 270 to 280 feet.

Under scenario #3 adequate fire flows were provided for elevations of the site at or below 370 feet in elevation. In order to serve the portions of the site above 370 feet in elevation a booster pump station will need to be constructed.

Per the applicants Phase 1 grading plan it appears the highest lot elevation is approximately 330' on Lot #'s184 &185 in Phase 1H. Staff would note for the record that all lots in Phases 1A through Phase 1E appear to be located at or below 250 feet in elevation.

Prior to final engineering plan approval for any phase the applicant shall demonstrate that adequate fire flows are available for the lots proposed. A condition of approval to this effect is warranted.

Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.

Per Chapter 8 of the city's Water System Plan of June 2010 (WSP), multiple projects are identified for the Green Mountain area. The WSP identifies a future developer driven booster pump station (DE-5), a water storage facility (S-6), a 24" diameter transmission main (T-7) and a 12" developer funded NUGA transmission main (N-1) on or adjacent to the subject property. Neither the DA nor the application materials specify how, when or where the applicant will install the booster pump station (DE-5) or provide a future location for water storage facility (S-6). Additionally, the water system mainline improvements (T-7) and (N-1) are not discussed or identified in the application materials or the DA.

To conform with the City's 2010 WSP, a condition of approval specifying the applicant's responsibility to design and construct the T-7 and N-1 transmission mains shown within and adjacent to the PRD per the WSP is warranted. Construction of the transmission mains through the PRD site and up to the water storage facility S-6 must be completed prior to final plat approval of the phase(s) the mains are located within or adjacent to, or to the extent necessary to achieve adequate fire flows. Additionally, a condition of approval specifying the applicant's responsibility to design and construct Booster Pump Station DE-5 is warranted. The Booster Station shall be constructed prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

The applicant shall design and construct transmission mains T-7 and N-1 within the Planned Residential Development area per the Camas Water System Plan of June 2010. Construction of the transmission mains shall be completed prior to final plat approval of the phase(s) the mains are located within, or

adjacent to, or to the extent necessary to achieve adequate fire flows. The applicant shall also design and construct Booster Station DE-5 prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

As noted above, the 2010 WSP identifies Reservoir S-6 located within the applicant's site. Due to the uncertainty regarding timing for the need for additional storage in the City's water system and in consideration of the size of the project, a condition is warranted requiring dedication of land suitable for construction of a 2.0 million gallon reservoir. Design and construction of the reservoir itself would be completed by the City. Prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Water wells, septic tanks and septic drain fields

It is unclear to staff if there are existing water wells on site as they are not identified on the existing conditions plans or in the application materials. Staff would note that 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 required as part of the abandonment. A condition of approval to this effect is warranted.

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.

Staff finds that as conditioned the applicant can and will provide water system improvements consistent with the city's Engineering Standards and WSP.

Storm Drainage:

Staff would note for the record that although there are provisions for regional stormwater facilities in the DA at Section 6 and at CMC 17.19.040 (C 3a), the facilities proposed do not appear to provide a regional function.

The applicant has submitted a preliminary stormwater Technical Information Report (TIR) and storm plan for Planning Pod 1 (203 lots) consistent with the requirements of CMC 14.02, CMC 17.11.030 (B 8) and the Camas Stormwater Design Standards Manual (CSDSM).

For Planning Pod 1, the applicant is proposing 3 wet ponds for water quality and quantity control. The proposed wet ponds will provide phosphorus control in addition to basic treatment in accordance with the requirements of Section 5.04 of the CSDSM.

Two of the wet ponds do not meet the location requirements of CMC 17.19.030 (F 6) in that they are not setback a minimum of 30 feet from the street. The third wet pond will meet the minimum street setback requirement.

The applicant is requesting an exception to the requirements of CMC 17.19.030 (F 6) for the two wet ponds located on each side of the entry drive and adjacent to NE Ingle Road (Tracts A & H). The proposed locations are at or near the low point of Planning Pod 1 but are not located at the low point of the subject property.

Staff is not entirely opposed to the applicant's exception request; however, Staff would note that the proposed storm drainage system as proposed is not a superior or more innovative design than a standard

subdivision as required by the CMC pertaining to Planned Residential Developments. Staff strongly recommends to the applicant to consider providing regional stormwater facilities, potentially in the southerly portion of the PRD that can serve a larger area of the proposed PRD.

Staff finds that the requested exception to the requirements of CMC 17.19.030.F.6 may be warranted provided the applicant be required to include enhanced landscaping, screening and fencing acceptable to the city prior to final engineering plan approval of any phase. A condition of approval to this effect is warranted.

Enhanced water quality and quantity control facilities landscaping, screening and attractive fencing style acceptable to the city shall be included on the final landscaping plan prior to approval of any phase.

Staff finds that as conditioned the applicant can or will provide adequate stormwater drainage for Planning Pod 1.

Erosion Control:

Adequate erosion control measures will be provided during the site improvements contemplated for this PRD in accordance with adopted city standards. The Erosion Sediment Control plans will ultimately be submitted to the city for review and approval prior to any ground disturbance.

CMC 17.21.030 requires submittal of an erosion control bond for ground disturbances of one acre or more.

Additionally, the applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) as part of their application for their general construction stormwater permit that is required through the Washington State Department of Ecology for ground disturbances of over one acre.

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

Sanitary Sewage Disposal:

Currently there is no public sanitary sewer system serving the Green Mountain area of Camas. The nearest sewer line is a 6" diameter STEP force main (no solids) that serves the LaCamas Lake Trailhead restroom facility located at NW Alexandria Lane and NE Goodwin Road approximately 2,200 feet southwest of the intersection of NE Ingle Road and NE Goodwin Road.

The General Sewer Plan Amendment of April 2010 (Sewer Plan) provides a plan on how the North Urban Growth Area (NUGA) will be sewered. The NUGA is divided into six basins served by multiple regional pump stations and major force main and gravity piping systems. The Sewer Plan calls for traditional gravity sewer flows (including solids) from all six basins to be directed south and east along the north side of LaCamas Lake.

The subject property is located in Basin 1 as shown in the Sewer Plan. As described above, Basin 1 is shown in the Sewer Plan to be permanently serviced by the regional pump station and force main system along the north side of LaCamas Lake. The Applicant and the City have been working diligently over the last year to develop a design and financing plan to construct the permanent traditional gravity system as quickly as possible. It is currently anticipated that the City will design and construct the permanent system with a financial contribution by the applicant. However, to date, a final agreement has not been reached regarding the applicant's proportionate share or other responsibility for constructing the permanent system. As such, a condition is warranted to require the applicant to enter into an agreement with the City relating to sewer facilities that will provide for, among other things, the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD.

Recognizing the size and extent of the permanent system, the Sewer Plan also provides for a temporary connection south to the city's existing STEP force main located within NE Goodwin Road at Alexandria Lane. The Sewer Plan provides the following guidance with respect to a temporary connection:

"As an interim stage, prior to full development, the possibility of temporarily partitioning off flows from developments within Basins I and II to the existing STEP system to the southwest is also addressed. Discharge to the STEP system should be temporary because flows from NUGA were not included in the original design of STEP conveyance, and high operation and maintenance costs and unfavorable downstream impacts to conveyance and WWTP facilities have led the City to conclude that further expansion of the STEP service is undesirable."

Since timing of the permanent system on the north side of LaCamas Lake is uncertain, should the permanent sewer system not be in place prior to engineering approval of Planning Pod 1, Staff finds there is adequate capacity in the existing STEP system on the south side of LaCamas Lake to temporarily serve the 201 lots included with the Phase 1, Planning Pod 1 of the Green Mountain PRD. This temporary connection to the south shall only serve proposed Planning Pod 1 (201 Lots). The applicant shall be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site. A condition of approval to this effect is warranted.

Additional Phases of the development beyond Planning Pod 1 will be required to direct conventional gravity sanitary sewer flows to the east and south along the north side of LaCamas Lake per the Sewer Plan. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting all improvements to continue using the STEP system. A condition of approval to this effect is warranted.

Proposed Condition: The applicant shall enter into an agreement with the city that will provide for the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD. The applicant will be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site including abandonment and/or decommissioning of the large community septic tanks. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting and abandoning/decommissioning all temporary improvements to continue using the STEP system.

The applicant is proposing to construct a sanitary sewer pump station near the intersection of NE Ingle Road and NE Goodwin Road on a city owned parcel. The Sewer Plan identifies a regional pump station at this location to serve portions of the NUGA it is feasible that the pump station may be used to provide both temporary and permanent service to the PRD. As such, portions of the pump station that may be used permanently could be a creditable improvement as it is intended to serve the entire basin.

If a regional pump station is proposed and constructed the applicant will need to enter into an agreement with the city that identifies the required improvements and what portions of the system improvements are creditable or reimbursable. A condition of approval to this effect is warranted.

Prior to installing a regional pump station the applicant shall enter into an agreement with the city that specifies the required pump station improvements and how the improvements will be credited and/or reimbursed.

As part of the temporary connection to the STEP system, the applicant will also be required to provide a solids retention system acceptable to the city as the existing STEP system is only suited to handle effluent flows (no solids). The applicant is proposing large underground community septic tanks that will allow the solids to settle out of the sewer prior to reaching the pump station. The proposed tank locations are shown in exhibit 71. One tank is proposed in the central park south of the proposed club house. The

other two proposed tank locations are east of and adjacent to the two wet ponds located on each sides of the entry road.

Prior to final engineering plan approval for any phase the applicant shall be required to supply a sewer basin analysis and appropriate tank sizing and anti-buoyance calculations acceptable to the city. Additionally, the applicant will be required to complete an odor control analysis and provide odor control facilities for the large septic tanks and effluent line flowing to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards. Conditions of approval to this effect are warranted.

Prior to final engineering plan approval of any phase the applicant shall submit a sewer basin analysis, tank sizing and anti-buoyance calculations acceptable to the city. The applicant will also be responsible for providing appropriate odor control for the temporary system including the large community septic tanks as well as the downstream system to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards.

Staff finds that adequate provisions can or will be made for water, storm drainage, erosion control and sanitary sewage disposal which are consistent with the Camas Municipal Code, the Water System Plan, the General Sewer Plan Amendment and the Camas Design Standard Manual.

Conclusion: As conditioned, this section can be met.

3. Provisions have been made for road, utilities, street lighting, street trees and other improvements that are consistent with the six-year street plan, the Camas Design Standard Manual and other state adopted standards and plans;

Findings:

Roads:

NE Goodwin Road/NE 28th Street and NE Ingle Road are existing public roadways adjacent to and serving the subject property. These roads are rural in nature and do not include bike lanes, sidewalks, street lighting, turn lanes or other urban improvements.

NE Goodwin Road/NE 28th Street have a functional classification of arterial in the 2012 Traffic Impact Fee (TIF) update. The TIF designates NE Goodwin Road west of NE Ingle Road as a 5 lane arterial and as a 3 lane arterial east of NE Ingle Road. NE Ingle Road is classified as a collector street.

The TIF also identifies NE Goodwin Road/NE 28th Street east of NE Ingle Road as a North District TIF creditable improvement. Installation of a traffic signal at the intersection of NE Goodwin Road & NE Ingle Road is also TIF creditable.

As subsequent Planning Pods are developed adjacent to NE Goodwin Road/NE 28th Street and/or when traffic conditions warrant the signal, the applicant will be responsible to provide those improvements.

Prior to installing TIF eligible improvements the applicant shall enter into an agreement with the city that specifies the required improvements, the cost of those improvements and what portions of the improvements are creditable or reimbursable. A condition of approval to this effect is warranted.

Prior to installing half width street improvements along NE Goodwin Road/NE 28th Street or installing a traffic signal at the intersection of NE Goodwin Road & NE Ingle Road, the applicant shall enter into an

agreement with the city specifying the improvements to be installed, the cost of those improvements and what part of the improvements are creditable or reimbursable. Right-of-way (ROW) dedication along NE Ingle Road and NE Goodwin Road shall be of sufficient width to provide a minimum paved width of 43' which shall include an 11' wide center left turn lane, two 5' wide bike lanes and two 11' travel lanes. Interior roadways, with the exception of the entry roadway, shall include ROW widths of 60' and/or 52' with respective paved widths of 36' and 28' for all interior streets with the exception of the entry roadway that is proposed at 74' ROW width with a landscape median island.

Internal street connections

Currently there is not an internal street connection proposed to the northerly half of the site. Planning pods B4, E4, F1a, F1c, F2, F3, F4 and G, a total of 69 acres of developable land, will be served by only one access point located at pod B4. These pods are located on the steeper portion of the site. Details as to final street grades, locations, etc. are not yet detailed enough to determine if the development as proposed will provide safe and reliable access during inclement weather including snow and ice events.

Planning pod F1b appears to be a stand-alone 2 acre pod with a separate access off of NE Ingle Road. This pod does not appear to be connected to other pods of the development by internal roadways or by the community wide trail system.

The northerly portion of this development appears to be a standard subdivision that is benefitting from the flexibility of the PRD provisions of the code.

Staff finds that there is no substantive evidence in the record that indicates that the applicant has evaluated alternate roadway layouts, locations or other methods that may provide an internal roadway connection to the northerly portion of the site. Staff would recommend that the applicant demonstrate to the city's satisfaction that this connection is not feasible. A condition of approval to this effect is warranted.

The applicant shall demonstrate to the city's satisfaction that it is not feasible to provide an internal street connection to the northerly portion of the site.

Study area intersections of concern

The applicant has provided a Traffic Impact Analysis (TIA) that evaluated the existing roadway system, traffic volumes, speeds, and crash history of the adjacent roadways and select intersections in the vicinity of the site. The TIA evaluated traffic operations based on Planning Pod 1 buildout in 2018 and the Master Plan buildout in 2029. The studied intersections fall within three jurisdictions; namely City of Camas, City of Vancouver and WSDOT.

NE 199th Ave. & NE 58th St. (SR-500)

Per the TIA this intersection located north of the site was identified with high crash rate for eastbound turning movements and under existing conditions currently meets WSDOT guidelines for an eastbound right turn lane.

Construction of a right turn lane at this location could require right-of-way acquisition and would likely impact one or more driveways. Planning Pod 1 at buildout will contribute 27 eastbound right turn trips at this intersection (18% of all turns). At full master plan buildout the development will contribute 138 eastbound right turns (73% of all turns). Given the small impact of Phase 1 no improvements were recommended in conjunction with Phase 1.

Staff finds that a nexus might ultimately be established between requiring construction of an eastbound right turn lane on NE 58th Street at NE 199th Avenue as traffic volume increases attributable to the proposed master plan development based on level of service and delay at the intersection.

Future preliminary plat applications should provide an updated TIA with an assessment as to the potential need for providing a right-turn taper or lane at this intersection. A condition of approval to this effect is warranted.

Prior to preliminary plat approval of each additional Planning Pod or phase the applicant shall submit an updated assessment as to the potential need for providing an eastbound right turn taper or lane at the intersection of NE 58th Avenue at NE 199th Street.

NE Goodwin Road/NE Ingle Road

Per the TIA, this intersection has a high crash history. The TIA makes several recommendations that will help improve safety at this intersection as follows:

- The TIA recommends relocating the stop bar on NE Ingle Road approximately 20 to 25 feet further south to improve sight distance with the initial site improvements of the first phase.

- The TIA recommends installing an eastbound left turn lane on NE Goodwin Road at NE Ingle Road with a minimum 100' of storage with the initial site improvements of the first phase.

- The TIA recommends installing a westbound right turn lane on NE Goodwin Road at NE Ingle Road with a minimum of 100' of storage prior to occupancy of the 203rd home.

- The TIA recommends that subsequent preliminary plat applications include an analysis of traffic operations at the intersection of NE Goodwin Road & NE Ingle Road and when warranted require the developer to install a traffic signal.

Conditions of approval to these effects are warranted.

- Prior to Final Acceptance of the first phase of improvements the applicant shall relocate the stop bar on NE Ingle Road as detailed in the construction plans and as directed by the city.
- Prior to Final Acceptance of the first phase of improvements the applicant shall install an eastbound left turn lane with a minimum 100' storage in NE Goodwin Road at NE Ingle Road.
- Prior to Final Acceptance of any phase that will yield a total preliminarily platted total of 203 or more homes, the applicant shall construct a westbound right turn lane with a minimum 100' of storage in NE Goodwin Road at NE Ingle Road.
- Half street improvements along the applicant's property frontage of Ingle Road shall be constructed in a manner to provide a minimum width of 43 feet of pavement.
- Subsequent preliminary plat applications shall include an updated TIA that analyzes traffic operations at the intersection of NE Goodwin Road & NE Ingle Road and when warranted the developer shall install the signal.

NE 192nd Avenue/NE 13th Street

Under existing conditions this intersection operates acceptably with the exception of the morning AM peak hour for southbound left turns on NE 192nd Avenue associated with students attending the Union High School.

The TIA projects that this intersection will not meet the City of Vancouver's LOS requirements in the 2029 background condition (completion of Planning Pod 1 only) or the 2029 total traffic condition (at full master plan buildout).

The TIA indicates that NE 192nd Ave is a 5 lane arterial TIF eligible route in the City of Vancouver. In the event that NE 192nd is widened to 5 lanes through the intersection of NE 13th Street the intersection will meet the City of Vancouver's intersection minimum LOS requirements. To mitigate total traffic conditions a westbound right turn lane on NE 13th Street would also be required. In the event that NE 192nd Ave is not widened a northbound right turn land and a westbound right turn lane would be sufficient to mitigate the 2029 total traffic condition.

As the timing of corridor improvements on NE 192nd Ave. are unknown the TIA makes a recommendation that the developer be required to provide a proportionate share contributions to the City of Vancouver towards the construction of a northbound right turn lane on NE 192nd Avenue and an westbound right turn lane on NE 13th Avenue. Details of the proposed proportionate cost sharing methodology are include in Appendix "M" of the TIA. A condition of approval to this effect is warranted.

The applicant shall enter into an agreement with the City of Vancouver for proportionate share contributions towards the construction of a northbound right turn lane on NE 192nd Ave. and a westbound right turn lane on NE 13th Street. The agreement shall specify when proportionate share payments are triggered and the amount of those payments.

NE 242nd Avenue/NE 28th Street

Per the TIA this intersection currently meets WSDOT's guidelines for a left turn lane on the eastbound approach under existing conditions. At buildout of Planning Pod 1 the TIA finds that no eastbound left turn trips will be added to this intersection from the proposed development. At full master plan buildout the TIA projects that this development will add 9 eastbound left turns at this intersection.

Staff finds that the traffic impact fee payments made by this development for Phase 1 and future phases of the project will mitigate development impacts at the intersection and therefore require no additional mitigation.

Access spacing on NE 28th Street

As noted previously, NE 28th Street is designated as an arterial street. Intersection access spacing requirements for an arterial are a minimum of 660' to a maximum of 1,000 feet.

The proposed entry road into Planning Pod 3 off of NE 28th Street should be located a minimum of 660 feet to the west of the east project boundary in order to allow adjacent parcels to the east maximum opportunities to locate their site access off of NE 28th Street. A condition of approval to this effect is warranted.

The applicant shall locate the proposed entry drive into Planning Pod 3 off of NE 28th Street a minimum of 660' west of the project's east boundary.

Alleys &Cul-de-sac's

The applicant is providing a number of alley loaded lots. Staff would note for the record that in accordance with CMC 17.19.040 (A 6) alleys are to be privately owned and maintained. The applicant is proposing a 20' tract width for the alleys where the code only requires an 18' Tract width. The code also requires a minimum paved width of 16'. The applicant shall meet or exceed the minimum alley requirements noted in the CMC. A condition of approval to this effect is warranted.

The applicant is also proposing several cul-de-sac's. The application materials show cul-de-sac radii at 40'. Staff would note for the record that per the CDSM the minimum ROW radius for a cul-de-sac where parking is prohibited is 43' with a minimum paved radius of 35'.

The applicant shall meet or exceed the minimum alley Tract and paved width requirements of the code. Cul-de-sac ROW radii shall meet the minimum 43' width of the Camas Design Standards Manual.

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

The applicant can or will make adequate provisions for utilities as shown on the Preliminary Development Plans.

LED Street lighting will be installed along all street frontages within and adjacent to the proposed development.

CMC 17.19.030 (F 1) requires the applicant to install one 2 inch diameter tree in the front yard of each lot. The location of these trees should be shown on the final site improvement plans along with the enhanced landscaping to screen the stormwater facility. The applicant will also be required to provide acceptable fencing and landscaping along NE Ingle Road and NE Goodwin Road in accordance with CMC 17.19.040 (B 11c). The proposed fencing, landscaping and street tree plantings shall be included with the final engineering plan submittal for the site improvements. A condition of approval to this effect is warranted.

Prior to final engineering plan approval for any phase the applicant shall include a landscaping plan that details the location, number, plant species proposed, planting notes, fencing notes and associated details.

Staff finds that the applicant can or will make adequate provisions 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.

Conclusion: As conditioned, this section can be met.

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

Findings and Conclusions: The applicant, through the final platting process shall make provisions to dedicate appropriate right of way, easements, and reservations as conditioned herein. This section can be met as conditioned.

5. The design, shape and orientation of the proposed lots are appropriate to the proposed use. In addition to meeting the minimum lot size density requirement, each residential lot must provide a building envelope that allows a building that at least conforms to the developers own building restrictions (CC and R's). Therefore corner lots, lots with easements, or lots with environmental constraints may have to be larger than other lots in the subdivision;

Findings:

Design and Shape of lots: The proposed layouts of the lots in Phase 1 are based on the general pod layout for the overall PRD and contain lots from Pods D, C, and E. As discussed in the narrative on pages 8-12; the different Pods have densities and dimensional standards relative to current city zoning designations. These Pods are intended to have some flexibility built into them with regards to setbacks, housing type, and a range of dimensional standards. The pods for A, B and C are intended to be in line with higher density standards in the code (MF-10, 18, and 24), and pods D, E, F and G are modeled after zoning districts R-5, 6, 7.5, and 20 respectively. Pod standards for A, B and C were approved in the Development Agreement. The remaining pods are proposed with the PRD application.

As proposed, the lots contained in phase 1 generally comply with the applicant's own proposed lot standards table with the exception of the following lots. Pod D lots are supposed to have a maximum lot

size of 7,600 square feet based on the applicant's dimensional table, which leaves lots 121, 141 and 168 as being too large. Lots located in Pod E have five lots that are too large based on the applicant's own table (182, 183, 184, 185, and 191). Staff recommends that the applicant either modify those lots, or provide a modified dimensional table that addresses maximum lot sizes. If the table is modified there should be a footnote that indicates that regardless of maximum lot size, and overall density for that respective Pod shall be maintained for this and all future phases.

Lots 70-75 are proposed to have vehicular access off of the alleyway shown and frontage and pedestrian access off of two access tracts (C and E). While staff supports the concept, there is a question as to how future lots in Pod B1 will interact with lots 73-75. The goal will be to ensure compatible integration between the two Pods. The applicant will need to provide this assurance when developing the future phases.

All lots that take access off of alleyways shall ensure that the fronts of the houses face public and private streets and access tracts. A condition to this effect is warranted.

The applicant shall demonstrate the build ability of lots 64, 90, 93, 182 and 183 prior to final plat approval. A condition to this effect is warranted.

As will be discussed further in section 18.23.110 of this report, the applicant has only shown layouts for lots contained in phase 1. No other phase or their respective pods have been proposed to have any lot or road layout. As such it is difficult to determine overall internal and abutting compatibility of the phases as they related to a master plan. That said, the applicant has worked in good faith towards developing a master plan with the city. As such, the city will allow for a more detailed final master plan to be submitted prior to the final plat approval for phase 1.

Conclusions: As conditioned herein, this section can be met.

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

Findings and Conclusions:

SALES OFFICE USE: The application did not propose a sales office for the development. The absence of approval of a sales office consolidated with this Type III hearing, will limit a sales office at the time of development to six months as a Temporary Use per CMC§ 18.07.040 Table 2(Note 4). The applicant may provide for the contingency that a sales office may be necessary for longer than six months. Staff finds that special conditions for the installation, use and removal of the sales office are appropriate in accordance with CMC§18.43.050(F), and are provided with this report if the applicant is in agreement.

PHASING: Pursuant to CMC17.11.040, a phasing plan "shall be submitted at the time of preliminary plat approval". The applicant has shown a phasing plan in both the DA and with the PRD application thereby meeting this section.

Staff finds that the development can be conditioned to meet the relevant requirements of zoning and phasing.

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

See section 3 listed above.

8. Appropriate provisions for maintenance of privately owned common facilities have been made;

Finding and Conclusion: The applicant has provided a draft copy of CC&R's with the application, which will provide maintenance guidelines and requirements for the private facilities. This section can be met.

9. Appropriate provisions, in accordance with RCW 58.17.110, are made for: 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 walking conditions for students who only walk to and from school; and the public use and interest will be served by the platting of such subdivision and dedication.

Finding and Conclusion: The applicant is proposing privately owned and maintained tracts for stormwater facilities, off-street parking and open spaces. The internal roadways are proposed to be dedicated as public roadways and some private. The applicant is providing adequate and appropriate utilities for stormwater, water, and sanitary sewer that will also be dedicated to the public. An internal public trail and a neighborhood park consistent with the 2014 Parks, Recreation and Open Space Comprehensive Plan will be provided by the applicant. The applicant will also provide sidewalks with the proposed street construction to provide adequate pedestrian mobility. This section can be met as proposed.

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

Findings and Conclusion: Staff finds that the preliminary subdivision application can or will be consistent with the requirements of the Camas Municipal Code, the City of Camas comprehensive plan, SEPA requirements and the previously approved Development Agreement as modified by the proposed conditions at the conclusion of this report.

IV. Discussion and Findings for Planned Residential Development Criteria of Approval CMC18.23.030, Approval Standards CMC 18.23.100, and Relationship to adjacent areas.

CMC 18.23.030.A-H Planned residential developments shall be established under the following criteria:

A. A PRD may be allowed in all R and MF zoning districts.

The overall site for the proposed PRD has 267.5 acres of residentially zoned land and 15.8 acres of commercial. In anticipation of this PRD, the applicant worked with staff to revise the CMC to allow for contiguous commercial land to be part of the PRD pursuant to Ordinance 15-008 (Exhibit 75), which was adopted on March 16th, 2015.

This section can be met as proposed.

B. The minimum land area necessary to apply for a PRD shall be ten acres of contiguous land.

The overall site is 283 acres in area thereby meeting this section.

C. All land in which a PRD is to be developed shall be held and maintained in a single ownership, including but not limited to an individual, partnership, corporation, or homeowner's association. Evidence of such ownership shall be provided to the planning commission and city council before PRD approval.

All records provided to the city by the applicant provide certification that the 283 acres are under one ownership. This section can be met.

D. Permissible uses within a PRD include any use listed as a permitted use or conditional use in the applicable zone, as per CMC Section 18.07.040 Table 2, when approved as part of a master plan. Notwithstanding an approved master plan, incidental accessory buildings, incidental accessory structures, and home occupations may be authorized on a case by case basis.

The Development Agreement that accompanied this application did vest the applicant with the codes in effect at the time of recording, which was the end of 2014. This section can be met as proposed. However, if there are future uses proposed in either the residential or commercial sections of the development that will require conditional use permits, then appropriate review and approval from the city will be required. A condition to this effect is warranted.

E. A minimum of fifty percent to a maximum of seventy percent of the overall permitted density of the PRD must be single family homes.

The mixture of densities and housing types proposed by the applicant will comply with this section. The applicant's narrative on page 13 addresses this requirement. As proposed, this can be met.

F. The multifamily component (two or more attached dwelling units) of a PRD shall ideally be developed toward the interior of the tract, rather than the periphery, to ensure compatibility with existing single-family residences that border the surrounding properties. Deviation from this requirement shall be requested during the preliminary master plan review, and specifically approved by the planning commission and city council.

The overall general layout for the PRD has been approved through the Development Agreement. Overall, the layout does essentially higher density, multi-level units surrounding the commercial core. The units and densities do then transition out to lower densities as you head north and east on the site. As proposed, the higher density multi-family units are not directly on the periphery. This section can be met as proposed.

G. Density standards and bonuses for a PRD shall be in accordance with CMC Sections 18.23.040 and 18.23.050.

This section was addressed through the recorded DA. As such, this can be met as proposed.

H. An equivalent amount of up to twenty percent of the developable area shall be set aside and developed as recreational open space in a PRD, and shall include the following:

1. Passive or active recreation concentrated in large usable areas;

2. Provide trails and open space for connection and extension with the city's open space and trail plan, if feasible; and

3. Be held under one ownership, and maintained by the ownership; or be held in common ownership by means of homeowner's association, and maintained by the homeowner's association. The open space and recreation areas shall be dedicated for public use and be maintained by the ownership or homeowners' association.

As evidenced earlier in this report and in the applicant materials, the applicant has set aside close to 33% of the site for open space. This includes usable park space, trails, and natural open areas such as wetlands. As will be conditioned herein, open space areas for stormwater tracts, wetlands and other common areas will be maintained by the homeowners association with provisions for maintenance to be listed in CC&R's.

The trail system proposed is extensive through the site. The city's comprehensive parks plan anticipates a public regional trail in the area (T27) and neighborhood trials (T29 and T30). As discussed earlier in

this report, the parks and open space component can be met through the proposal and conditions contained herein.

CMC 18.23.100.A-H Approval for a PRD shall be based on the following standards:

A. The proposed PRD conforms to:

1. The City of Camas' comprehensive plan;

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

3. Engineering design standards; and

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

Findings and Conclusion: The applicant's narrative addresses this section on pages 17-19. Staff concurs that this application complies with this subsection. Comp plan elements have been addressed, the provisions of the CMC are either met, or conditioned herein, and compliance with all other state and federal regulations are required.

Staff finds that there is no substantive evidence in the record that would indicate that the proposed PRD will not meet all of the City of Camas engineering design standards.

The city has a Neighborhood Traffic Management Plan (NTM). This plan identifies the need for installation of acceptable traffic calming features when a proposed development will create 700 Average Daily Trips (ADT) or more.

The submitted Transportation Impact Analysis (TIA) clearly demonstrates that this threshold will be exceeded with the first phase of development.

The applicant has not identified traffic calming features other than the narrowed entry street and the majority of internal streets at 28 feet wide. There is no discussion of traffic calming elements for the remainder of Planning Pod 1 or the other six Planning Pods within the development.

A condition of approval requiring installation of traffic calming elements in the number, type and location acceptable to the city engineer is warranted.

Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.

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.

Findings and Conclusion:

Water:

There is an existing 8" dead end water line in NE Ingle Road that currently serves the golf course and clubhouse. In 2013 the city performed some limited water modeling at the applicant's request to determine available fire flows under various scenarios (see Technical Memorandum from Gray & Osborne, Inc. dated November 20, 2013 - exhibit # 77).

The modeling showed that the existing system (and future 8" diam. extensions) can only provide adequate fire flows for the lower, southerly portion of the site near NE 28th Ave.

Fire flows were not adequate in the middle and northerly portions of the site without upsizing portions of the system as shown by the modeling results of scenario #2. With those improvements, adequate fire flow was only provided for a portion of proposed Phase 1 up to an approximate elevation of 270 to 280 feet.

Under scenario #3 adequate fire flows were provided for elevations of the site at or below 370 feet in elevation. In order to serve the portions of the site above 370 feet in elevation a booster pump station will need to be constructed.

Per the applicants Phase 1 grading plan it appears the highest lot elevation is approximately 330' on Lot #'s184 &185 in Phase 1H. Staff would note for the record that all lots in Phases 1A through Phase 1E appear to be located at or below 250 feet in elevation.

Prior to final engineering plan approval for any phase the applicant shall demonstrate that adequate fire flows are available for the lots proposed. A condition of approval to this effect is warranted.

Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.

Per Chapter 8 of the city's Water System Plan of June 2010 (WSP), multiple projects are identified for the Green Mountain area. The WSP identifies a future developer driven booster pump station (DE-5), a water storage facility (S-6), a 24" diameter transmission main (T-7) and a 12" developer funded NUGA transmission main (N-1) on or adjacent to the subject property. Neither the DA nor the application materials specify how, when or where the applicant will install the booster pump station (DE-5) or provide a future location for water storage facility (S-6). Additionally, the water system mainline improvements (T-7) and (N-1) are not discussed or identified in the application materials or the DA.

To conform with the City's 2010 WSP, a condition of approval specifying the applicant's responsibility to design and construct the T-7 and N-1 transmission mains shown within and adjacent to the PRD per the WSP is warranted. Construction of the transmission mains through the PRD site and up to the water storage facility S-6 must be completed prior to final plat approval of the phase(s) the mains are located within or adjacent to, or to the extent necessary to achieve adequate fire flows. Additionally, a condition of approval specifying the applicant's responsibility to design and construct Booster Pump Station DE-5 is warranted. The Booster Station shall be constructed prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

The applicant shall design and construct transmission mains T-7 and N-1 within the Planned Residential Development area per the Camas Water System Plan of June 2010. Construction of the transmission mains shall be completed prior to final plat approval of the phase(s) the mains are located within, or adjacent to, or to the extent necessary to achieve adequate fire flows. The applicant shall also design and construct Booster Station DE-5 prior to final plat approval for any phase that has a lot located above 370 feet in elevation.

As noted above, the 2010 WSP identifies Reservoir S-6 located within the applicant's site. Due to the uncertainty regarding timing for the need for additional storage in the City's water system and in consideration of the size of the project, a condition is warranted requiring dedication of land suitable for construction of a 2.0 million gallon reservoir. Design and construction of the reservoir itself would be completed by the City. Prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Prior to Final PRD Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.

Existing wells, septic tanks and septic drain fields

It is unclear to staff if there are existing water wells on site as they are not identified on the existing conditions plans or in the application materials. Staff would note that 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 required as part of the abandonment. A condition of approval to this effect is warranted.

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 will may be located in. Additionally, any water rights associated with the abandoned will shall be transferred to the City.

Staff finds that as conditioned the applicant can and will provide water system improvements consistent with the city's Engineering Standards and WSP.

Storm Drainage:

Staff would note for the record that although there are provisions for regional stormwater facilities in the DA at Section 6 and at CMC 17.19.040 (C 3a), the facilities proposed do not appear to provide a regional function.

The applicant has submitted a preliminary stormwater Technical Information Report (TIR) and storm plan for Planning Pod 1 (203 lots) consistent with the requirements of CMC 14.02, CMC 17.11.030 (B 8) and the Camas Stormwater Design Standards Manual (CSDSM).

For Planning Pod 1, the applicant is proposing 3 wet ponds for water quality and quantity control. The proposed wet ponds will provide phosphorus control in addition to basic treatment in accordance with the requirements of Section 5.04 of the CSDSM.

Two of the wet ponds do not meet the location requirements of CMC 17.19.030 (F 6) in that they are not setback a minimum of 30 feet from the street. The third wet pond will meet the minimum street setback requirement.

The applicant is requesting an exception to the requirements of CMC 17.19.030 (F 6) for the two wet ponds located on each side of the entry drive and adjacent to NE Ingle Road (Tracts A & H). The proposed locations are at or near the low point of Planning Pod 1 but are not located at the low point of the subject property.

Staff is not entirely opposed to the applicant's exception request; however, Staff would note that the proposed storm drainage system as proposed is not a superior or more innovative design than a standard subdivision as required by the CMC pertaining to Planned Residential Developments. Staff strongly recommends to the applicant to consider providing regional stormwater facilities, potentially in the southerly portion of the PRD that can serve a larger area of the proposed PRD.

Staff finds that the requested exception to the requirements of CMC 17.19.030.F.6 may be warranted provided the applicant be required to include enhanced landscaping, screening and fencing acceptable to the city prior to final engineering plan approval of any phase. A condition of approval to this effect is warranted.

Enhanced water quality and quantity control facilities landscaping, screening and attractive fencing style acceptable to the city shall be included on the final landscaping plan prior to approval of any phase.

Staff finds that as conditioned the applicant can or will provide adequate stormwater drainage for Planning Pod 1.

Erosion Control:

Adequate erosion control measures will be provided during the site improvements contemplated for this PRD in accordance with adopted city standards. The Erosion Sediment Control plans will ultimately be submitted to the city for review and approval prior to any ground disturbance.

CMC 17.21.030 requires submittal of an erosion control bond for ground disturbances of one acre or more.

Additionally, the applicant will prepare a Stormwater Pollution Prevention Plan (SWPPP) as part of their application for their general construction stormwater permit that is required through the Washington State Department of Ecology for ground disturbances of over one acre.

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

Sanitary Sewage Disposal:

Currently there is no public sanitary sewer system serving the Green Mountain area of Camas. The nearest sewer line is a 6" diameter STEP force main (no solids) that serves the LaCamas Lake Trailhead restroom facility located at NW Alexandria Lane and NE Goodwin Road approximately 2,200 feet southwest of the intersection of NE Ingle Road and NE Goodwin Road.

The General Sewer Plan Amendment of April 2010 (Sewer Plan) provides a plan on how the North Urban Growth Area (NUGA) will be sewered. The NUGA is divided into six basins served by multiple regional pump stations and major force main and gravity piping systems. The Sewer Plan calls for traditional gravity sewer flows (including solids) from all six basins to be directed south and east along the north side of LaCamas Lake.

The subject property is located in Basin 1 as shown in the Sewer Plan. As described above, Basin 1 is shown in the Sewer Plan to be permanently serviced by the regional pump station and force main system along the north side of LaCamas Lake. The Applicant and the City have been working diligently over the last year to develop a design and financing plan to construct the permanent traditional gravity system as quickly as possible. It is currently anticipated that the City will design and construct the permanent system with a financial contribution by the applicant. However, to date, a final agreement has not been reached regarding the applicant's proportionate share or other responsibility for constructing the permanent system. As such, a condition is warranted to require the applicant to enter into an agreement with the City relating to sewer facilities that will provide for, among other things, the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD.

Recognizing the size and extent of the permanent system, the Sewer Plan also provides for a temporary connection south to the city's existing STEP force main located within NE Goodwin Road at Alexandria Lane. The Sewer Plan provides the following guidance with respect to a temporary connection:

"As an interim stage, prior to full development, the possibility of temporarily partitioning off flows from developments within Basins I and II to the existing STEP system to the southwest is also addressed. Discharge to the STEP system should be temporary because flows from NUGA were not included in the original design of STEP conveyance, and high operation and maintenance costs and unfavorable downstream impacts to conveyance and WWTP facilities have led the City to conclude that further expansion of the STEP service is undesirable."

Since timing of the permanent system on the north side of LaCamas Lake is uncertain, should the permanent sewer system not be in place prior to engineering approval of Planning Pod 1, Staff finds there is adequate capacity in the existing STEP system on the south side of LaCamas Lake to temporarily

serve the 203 lots included with the Phase 1, Planning Pod 1 of the Green Mountain PRD. This temporary connection to the south shall only serve proposed Planning Pod 1 (203 Lots). The applicant shall be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site. A condition of approval to this effect is warranted.

Additional Phases of the development beyond Planning Pod 1 will be required to direct conventional gravity sanitary sewer flows to the east and south along the north side of LaCamas Lake per the Sewer Plan. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting all improvements to continue using the STEP system. A condition of approval to this effect is warranted.

Proposed Condition: The applicant shall enter into an agreement with the city that will provide for the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD. The applicant will be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site including abandonment and/or decommissioning of the large community septic tanks. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting and abandoning/decommissioning all temporary improvements to continue using the STEP system.

The applicant is proposing to construct a sanitary sewer pump station near the intersection of NE Ingle Road and NE Goodwin Road on a city owned parcel. The Sewer Plan identifies a regional pump station at this location to serve portions of the NUGA. The pump station may be used to provide both temporary and permanent service to the PRD. As such, portions of the pump station that may be used permanently could be a creditable improvement as it is intended to serve the entire basin.

If a regional pump station is proposed and constructed the applicant will need to enter into an agreement with the city that identifies the required improvements and what portions of the system improvements are creditable or reimbursable. A condition of approval to this effect is warranted.

Prior to installing a regional pump station the applicant shall enter into an agreement with the city that specifies the required pump station improvements and how the improvements will be credited and/or reimbursed.

As part of the temporary connection to the STEP system, the applicant will also be required to provide a solids retention system acceptable to the city as the existing STEP system is only suited to handle effluent flows (no solids). The applicant is proposing large underground community septic tanks that will allow the solids to settle out of the sewer prior to reaching the pump station. The proposed tank locations are shown in exhibit___. One tank is proposed in the central park south of the proposed club house. The other two proposed tank locations are east of and adjacent to the two wet ponds located on each sides of the entry road.

Prior to final engineering plan approval for any phase the applicant shall be required to supply a sewer basin analysis and appropriate tank sizing and anti-buoyance calculations acceptable to the city. Additionally, the applicant will be required to complete an odor control analysis and provide odor control facilities for the large septic tanks and effluent line flowing to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a

temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards. Conditions of approval to this effect are warranted.

Prior to final engineering plan approval of any phase the applicant shall submit a sewer basin analysis, tank sizing and anti-buoyance calculations acceptable to the city. The applicant will also be responsible for providing appropriate odor control for the temporary system including the large community septic tanks as well as the downstream system to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards.

Staff finds that adequate provisions can or will be made for water, storm drainage, erosion control and sanitary sewage disposal which are consistent with the Camas Municipal Code, the Water System Plan, the General Sewer Plan Amendment and the Camas Design Standard Manual.

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.

Findings and Conclusion: The applicant's narrative addresses this section on page 19. Staff has also provided findings earlier in this report that either finds compliance with the application, or that the application can be conditioned to comply with city standards. Staff concurs that this application complies with this subsection as proposed and/or conditioned herein.

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.

Findings and Conclusion: The applicant's narrative addresses this section on page 19. Staff concurs that this application complies with this subsection as proposed and/or conditioned herein.

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

Findings and Conclusion: The applicant's narrative addresses this section on page 20. Staff concurs that this application complies with this subsection as proposed and/or conditioned herein.

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 the conventional zoning and/or development standards.

Findings and Conclusion: The applicant has taken great care to coordinate with staff over a period of time to develop a master plan that can be superior and more innovative than conventional development. The plan integrates a variety of housing types and densities throughout the development rather than having one district simply abut another. Additionally, the incorporation of an Urban Village with recreational opportunities throughout the development can help create a community that is livable and well integrated in concept. As proposed and conditioned herein, this section can be met.

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 street in an acceptable manner.

Findings and Conclusion: The applicant has proposed at least two access points off of NE Goodwin Road and 8 access points off of NE Ingle Road. This subsection can be met as proposed.

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

18.23.110: Relationship to adjacent areas.

The design and layout of a planned development shall take into account the integration and compatibility of the site to the surrounding areas. The perimeter of the planned development shall be so designed as to minimize any undesirable impact on adjacent properties. Setbacks from the property lines of the planned development shall be comparable to, or compatible with, those of any existing development on adjacent properties. Or, if adjacent properties are undeveloped, then setbacks shall conform to the type of development that may be permitted on adjacent properties.

Pods D2, D3, D5, D6, and some of E1 and E2, all abut land that is located within Clark County jurisdiction that is currently zoned FR-40, which is agricultural based zoning at 40 acre minimum. To design an urban development to "bevel" lot sizes would be impractical. The same premise will apply to pods F2 and F3 at the northern end of the development.

Pods B2, B4, F1a, F1b, and F1c all internally abut lots located within the city limits and have could have beveling standards apply to them. The easterly boundaries of pods E2 and E3 will abut land in the city limits that will likely get developed. Compatibility to that abutting land hasn't necessarily been provided to the city. The applicant will need to demonstrate how these respective pods can be comparable to and compatible with these existing lots.

Currently, the conceptual master plan with proposed pod types leave some questions to staff with regards to compatibility and the relationship with the initial first phase and its respective pods and future phases. While the applicant has provided some detail in the written narrative, actual conceptual layouts are not available to determine compatibility with the rest of the development. Most immediate are the proposed phase lines contained on page 3 of 25 from the plan set do not match up with the posed phase 1 preliminary plat on page 23 of 25. As such, it is difficult to discern the relationship for the first phase with pods B1, B2, B3 and a portion of E1. There are proposed roads that could conceivably move into those phases, but because there are no lot layouts, road networks, or access compatibility staff has a difficulty in finding compliance without that additional information. Additionally, it is difficult to determine how they future phase will link in with one-another. Staff finds that a final PRD master plan is appropriate that shall contain the following elements:

- The location of all areas to be conveyed, dedicated, or maintained as public or private streets; access and egress to the development showing proposed traffic circulation, parking areas, and pedestrian walks, (for all phases and pods)

- The proposed location of any residential buildings, and any other structures, including identification of all buildings as single-family, duplex, townhouse, apartment, condominium, designated manufactured home, or otherwise, (for all phases and pods)
- The location of areas to be maintained as common open space, and a description of the proposed use of those areas, (for all phases and pods)

A condition to this effect is warranted.

Conclusions: As conditions, this section can be met.

V. Recommendations

Staff recommends APPROVAL of the preliminary plat of phase 1 for Green Mountain (SUB14-02) in addition to the approval of the PRD.

PROPOSED CONDITIONS OF APPROVAL (SUB14-02)

Engineering:

1. Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.
2. Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.
3. The applicant shall design and construct transmission mains T-7 and N-1 within the Planned Residential Development area per the Camas Water System Plan of June 2010. Construction of the transmission mains shall be completed prior to final plat approval of the phase(s) the mains are located within, or adjacent to, or to the extent necessary to achieve adequate fire flows. The applicant shall also design and construct Booster Station DE-5 prior to final plat approval for any phase that has a lot located above 370 feet in elevation.
4. Prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.
5. 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 will may be located in. Additionally, any water rights associated with the abandoned will shall be transferred to the City.

6. Enhanced water quality and quantity control facilities landscaping, screening and attractive fencing style acceptable to the city shall be included on the final landscaping plan prior to approval of any phase.
7. The applicant shall enter into an agreement with the city that will provide for the construction, general financing and timing of the construction of permanent sewer facilities that will serve the PRD. The applicant will be responsible for constructing all on and off-site improvements necessary for the temporary system to serve their site including abandonment and/or decommissioning of the large community septic tanks. Should the permanent sewer system on the north side of LaCamas Lake not be constructed prior to engineering approval of subsequent phases, the City may accept additional sewer flows into the existing STEP system provided the applicant shows and the City confirms that there is adequate capacity in the STEP system at the time of engineering approval for each subsequent phase. In this scenario, the applicant shall be responsible for designing, constructing and permitting and abandoning/decommissioning all temporary improvements to continue using the STEP system.
8. Prior to installing a regional pump station the applicant shall enter into an agreement with the city that specifies the required pump station improvements and how the improvements will be credited and/or reimbursed.
9. Prior to final engineering plan approval of any phase the applicant shall submit a sewer basin analysis, tank sizing and anti-buoyance calculations acceptable to the city. The applicant will also be responsible for providing appropriate odor control for the temporary system including the large community septic tanks as well as the downstream system to the pump station. The entire temporary system shall be designed and constructed such that the septic tanks may be abandoned or removed so the subdivision may be served via a conventional gravity system. Because the septic tanks provide a temporary service, the applicant shall be required to maintain all tanks according to the manufacturer's recommendations and City standards.
10. Prior to installing half width street improvements along NE Goodwin Road/NE 28th Street or installing a traffic signal at the intersection of NE Goodwin Road & NE Ingle Road, the applicant shall enter into an agreement with the city specifying the improvements to be installed, the cost of those improvements and what part of the improvements are creditable or reimbursable. Right-of-way (ROW) dedication along NE Ingle Road and NE Goodwin Road shall be of sufficient width to provide a minimum paved width of 43' which shall include an 11' wide center left turn lane, two 5' wide bike lanes and two 11' travel lanes. Interior roadways shall be include ROW widths of 60' and/or 52' with respective paved widths of 36' and 28'.
11. Prior to preliminary plat approval of each additional Planning Pod or phase the applicant shall submit an updated assessment as to the potential need for providing an eastbound right turn taper or lane at the intersection of NE 58th Avenue at NE 199th Street.
12. Prior to Final Acceptance of the first phase of improvements the applicant shall relocate the stop bar on NE Ingle Road as detailed in the construction plans and as directed by the city.
13. Prior to Final Acceptance of the first phase of improvements the applicant shall install an eastbound left turn lane with a minimum 100' storage in NE Goodwin Road at NE Ingle Road.
14. Prior to Final Acceptance of any phase that will yield a total preliminarily platted total of 203 or more homes, the applicant shall construct a westbound right turn lane with a minimum 100' of storage in NE Goodwin Road at NE Ingle Road.
15. Half street improvements along the applicant's property frontage of Ingle Road shall be constructed in a manner to provide a minimum width of 43 feet of pavement.
16. Subsequent preliminary plat applications shall include an updated TIA that analyzes traffic operations at the intersection of NE Goodwin Road & NE Ingle Road and when warranted the developer shall install the signal.
17. The applicant shall enter into an agreement with the City of Vancouver for proportionate share contributions towards the construction of a northbound right turn lane on NE 192nd Ave. and a

westbound right turn lane on NE 13th Street. The agreement shall specify when proportionate share payments are triggered and the amount of those payments.

18. The applicant shall locate the proposed entry drive into Planning Pod 3 off of NE 28th Street a minimum of 660' west of the project's east boundary.
19. The applicant shall meet or exceed the minimum alley Tract and paved width requirements of the code. Cul-de-sac ROW radii shall meet the minimum 43' width of the Camas Design Standards Manual.
20. Prior to final engineering plan approval for any phase the applicant shall include a landscaping plan that details the location, number, plant species proposed, planting notes, fencing notes and associated details
21. Prior to final engineering plan approval for any phase the applicant shall install acceptable traffic calming elements in the number, type and location deemed necessary by the City Engineer.
22. Prior to final engineering plan approval for any phase the applicant shall demonstrate to the city's satisfaction that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.
23. Prior to Final Masterplan approval, the City and applicant shall enter into an agreement specifying the location and size of the land dedication for the reservoir and specifying timing of the required land dedication.
24. 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 will may be located in. Additionally, any water rights associated with the abandoned will shall be transferred to the City.

Planning:

25. The applicant shall comply with all conditions of approval for the Washington State Department of Archaeology Historic Preservation prior to any construction taking place on site.
26. All jurisdictional wetlands on site shall be contained in separate tracts and clear signage and demarcation approved by the city shall be installed at appropriate wetland and buffer boundaries as appropriate.
27. The applicant shall submit additional geotechnical studies for each subsequent phase of this PRD.
28. A single sales office in a model home for purposes of selling lots within the development may be located within each phase, and remain until 30% of lots are sold within the phase, or two years after Certificate of Occupancy was issued for model home, whichever is less. After such time, the sales office in the home or the trailer must be removed.
29. 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. Required trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner. This condition shall be noted on the final plat.
30. Phasing plans as proposed are not approved with this permit, and must be submitted for approval prior to final engineering plan submittal of any phase, which comply with CMC17.11.040 Phasing. If additional phases are proposed, which are not proposed in the preliminary application, then approval of a major modification permit will be required.
31. Final landscaping plans for off-street parking areas in conformance with the parking lot landscaping standards of CMC Chapter 18.13 shall be included with final engineering plans for each phase.

32. Final landscaping plans shall include fencing along rear and side yards of residential lots, which are adjacent to open space tracts. A minimum 4-foot, continuous, uniform fence shall be installed prior to final acceptance of each phase, or other demarcation as acceptable by the city.
33. Future phases that will impact jurisdictional wetland and/or their associated buffers will require additional review and approval by the city with those subsequent applications.
34. All multi-family attached dwelling units (townhouses), apartment buildings, and commercial structures shall be subject to design review prior to final site plan approval, and/or building permit issuance.
35. Prior to the development of the public central park, the applicant shall have reviewed the proposal with the Parks Advisory Committee and have final design approval from staff prior to final plat approval.
36. Tail connection from the upper part of Green Mountain to Clark County Parks land to the east will be required at the development of phases 5 and 6 (as currently proposed).
37. Final trail design and approval for both regional trails and neighborhood trails will be required prior to final engineering approval for each applicable phase.
38. For oak habitat impacts, a detailed planting, mitigation and monitoring plan will be required to be provided to the city prior to any construction taking place on site. This shall be provided prior to engineering approval for the first, and each subsequent phase.
39. Compatible integration for lots 73-75 with Pod B1 shall be done with the review and approval of Phase 2 that contains that pod.
40. All lots that take access off of alleyways shall ensure that the fronts of the houses face public, private streets and access tracts.
41. The applicant shall demonstrate the build ability of lots 64, 90, 93, 182 and 183 prior to final plat approval for phase 1.
42. Prior to final plat approval for phase 1 the applicant shall submit for and receive final master plan approval for the remaining phases and pods that will contain the following:
    a. The location of all areas to be conveyed, dedicated, or maintained as public or private streets; access and egress to the development showing proposed traffic circulation, parking areas, and pedestrian walks,
    b. The proposed location of any residential buildings, and any other structures, including identification of all buildings as single-family, duplex, townhouse, apartment, condominium, designated manufactured home, or otherwise,
    c. The location of areas to be maintained as common open space, and a description of the proposed use of those areas,
43. Any future use that is subject to the vested use table that triggers a conditional use permit shall still be subject to those approval standards and process.
44. In the event that any archaeological or historic materials are encountered during project activity, work in the immediate area (initially allowing for a 100-foot buffer; this number may vary by circumstance) must stop and the following actions taken:
    a. Implement reasonable measures to protect the discovery site, including any appropriate stabilization or covering;
    b. Take reasonable steps to ensure the confidentiality of the discovery site; and
    c. Take reasonable steps to restrict access to the site of discovery.
    The project proponent shall notify the concerned tribes and all appropriate city, county, state, and federal agencies, including the Washington State Department or Archaeology and Historical Preservation. (CMC 16.31.150(D))

Fire:

45. Low Flow Life Safety Residential Fire Sprinklers (NFPA 13D) required in all new dwellings: Dead ends over 400 feet. CMC (Camas Municipal Code) 17.19.040.14, CMC 17.19.030.D.5.d
46. Low Flow Life Safety Residential Fire Sprinklers are required where structure(s) are accessed by a flag lot, access tract, or private road. CMC 17.19.030.D.5.c, 17.19.040.A.7
47. Low Flow Life Safety Residential Fire Sprinklers that comply with 13D or 13R are required in all buildings abutting a street designed and constructed with less than 36 feet of pavement width.
48. In the unusual case where a subdivision is not required to have residential sprinklers, any new single family residence or duplex to be used as a model home or home sales office shall have Low Flow Life Safety Residential Fire Sprinklers installed. CMC 15.17.050
49. The distance from a required fire hydrant may be doubled when Low Flow Life Safety Residential Fire Sprinklers are installed throughout a fully sprinklered subdivision. CMC 17.19.040.C.4.a. Distance shall be reduced by 100 feet for dead end roads or single point access. For Green Mountain PRD the maximum hydrant spacing shall be 900 feet or less.
50. Establishing Hydrant Flow Tests per NFPA 24 (National Fire Protection Association) utilizing a Washington State Licensed Fire Sprinkler Contractor may be waived when Low Flow Life Safety Residential Fire Sprinklers are installed throughout a fully sprinklered subdivision. 17.15.030.D.C
51. Low Flow Life Safety Residential Fire Sprinklers are required where minimum hydrant water flow from the closest hydrant is not met. CMC 17.19.040.C.4.a, CMC 15.04.010.D (IFC Appendix B, Fire Flow) A Washington State Licensed Fire Sprinkler Contractor meeting NFPA 24 Fire Flow guidelines may be hired to establish the gallons per minute (fire flow). A permit is required with the fire marshal's office prior to the flow test.
52. 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 or access tract. CMC 17.19.030.D.5.d
53. When access grades exceed those specified in CMC 17.19.040.12.b, Low Flow Life Safety Residential Fire Sprinklers are required to be installed. CMC 17.19.040.12.b.iii.
54. Underground oil tank removal requires a permit with the fire marshal's office following IFC (International Fire Code) 3404.2.14
55. Any existing structures that are scheduled to be torn down may be considered for fire department training.
56. Any blasting that may be needed for this location is required to follow the CMC Blasting Code and requires a permit with the fire marshal's office. CMC 15.40
57. Any gates serving two or more homes is required to follow the gate code CMC 12.36
58. Gated access to two or more homes is required to have Low Flow Life Safety Residential Fire Sprinklers installed CMC 12.36.040.J
59. A second means of a fully constructed normal access to a subdivision may be waived when Low Flow Life Safety Residential Fire Sprinklers are installed. Each request will be evaluated for possible approval and will include factors such as grade, wild land urban interface, distance of dead ends, density, street widths and so on.
60. Currently fire Impact Fees of .20 cents per square foot are waived when Low Flow Life Safety Residential Fire Sprinklers are installed.
61. Currently 13D Permit fees are waived when Low Flow Life Safety Residential Fire Sprinklers are installed. However permit submittals are still required.
62. No building, structure or development regulated by the building and/or fire code shall be erected, constructed, enlarged, altered, repaired, moved, converted or demolished unless a separate permit for each building, structure or development has first been obtained from the fire department. Camas Municipal Code 15.04.030.D.12a.
63. Dead end fire apparatus access roads in excess of 150 feet in length shall be provided with approved provisions for the turning around of fire apparatus. 35 foot radius cul-de-sac is acceptable. IFC 503.2.5 Flexibility on length possible when entire subdivision is sprinklered.

64. Automatic fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings. IFC B 105, CMC 17.19
65. Onsite fire hydrants required contact fire department for locations. IFC Appendix C Sec. C 105
66. Required distance from a fire hydrant may be increased when approved automatic fire sprinklers are installed in the entire subdivision. IFC C 105, CMC 17.19
67. Contact the building department for street names and addresses. CMC 17.19.040 (b) (7) Ord. 2421
68. Separate permits with the Fire Marshal's office and the public works dept. for private access gates/barriers. IFC D 103.5, CMC 12.36
69. A separate permit with the Fire Marshal's office is required for any underground tank removal/disposal or abandoning in place. IFC 105.7.5, 3404.2.13.1.4
70. Approved monument provisions required to be made for the addressing of flag lots or access driveways. Address numbers shall be plainly legible and clearly visible and must be posted for each residence where the flag lot access or easement leaves the public road, one monument shall be used for multiple addresses. IFC 505.1, CMC 17.19.030-D-5-G
71. Contact the fire marshal's office for residential water line supply installation guidelines regarding water flow for Life Safety Fire Sprinkler Systems. Items to discuss, early involvement with your fire sprinkler contractor, 1 1/4" minimum supply line. Larger supply line may be required if there are long runs or significant elevation gain, and valve shut off at the meter shall be a flow through type such as a ball valve, gate valve type, minimizing 90 degree connections decreasing friction loss. (360-834-6191 option 2)
72. Third Party Wildland Urban Interface study by Third Party evaluations on each lot may be waived when entire subdivision has life safety residential fire sprinklers installed.
73. A separate permit with the Fire Marshal's office required for any blasting performed on site. IFC 105.6.15, CMC 1540
74. Any structure needing to be demolished may be evaluated for use as a CWFD training burn if. Please contact 360-834-6191 for further information.
75. Street signs to include hundred block designations.

Plat Notes:

1. A homeowners association (HOA) will be required for this development. Copies of the C.C. & R's shall be submitted and on file with the City of Camas.
2. Each phase of the subdivision plats shall contain the approved density and dimensional standards table as approved with this development.
3. Building permits will not be issued by the Building Department until all subdivision improvements are completed and Final Acceptance has been issued by the City.
4. Automatic life safety residential fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings.
5. The lots in this subdivision are subject to traffic impact fees, school impact fees, fire impact fees and park/open space impact fees. Each new dwelling will be subject to the payment of appropriate impact fees at the time of building permit issuance.
6. 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. Required trees shall be maintained in good health, and damaged or dying trees shall be promptly replaced (within six months) by the homeowner.

VI. Appeals

18.55.240 - Judicial appeals.

The city's final decision on an application may be appealed by a party of record with standing to file a land use petition in Clark County superior court. Such petition must be filed within twenty-one days after issuance of the decision, as provided in Chapter 36.70C RCW.