



STAFF REPORT

MINOR AMENDMENTS TO TITLE 17 LAND DEVELOPMENT OF CAMAS MUNICIPAL CODE

FILE# MC16-07

TO: Mayor Higgins
City Council

FROM: Sarah Fox, Senior Planner on behalf of the Planning Commission

DATE: April 21, 2017

NOTICES: The Department of Commerce acknowledged receipt of the proposed amendments on April 11, 2017 (Material ID #23591). A notice for the public hearing before Council will be published when a date is set. The notice for the public hearing before Planning Commission was published on April 6, 2017 (Camas Post Record, publication #580420).

SUMMARY

As part of our periodic code update (similar to the Title 16 Environment code update), the proposed minor amendments to Title 17 Land Development of the Camas Municipal Code (CMC) include updates to clarify sections that may have been challenging to administer since the past review cycle, new additions and corrections or typos.

Planning Commission conducted a public hearing on April 18, 2017 and forwarded a recommendation of support with one objection. The objection was in regard to prohibiting the development of cul-de-sacs unless there are topographic or physical constraints (Refer to proposed Section 17.19.040(B)(10)(b)(ii)).

The proposed CMC amendments are provided with the two attachments: Exhibit 1 shows the draft changes as strike-through text or underlined and Exhibit 2 provides the amendments without any mark-ups. Staff has proposed amendments within the following sections of Title 17:

Title 17 Land Development

CHAPTER 17.01 GENERAL PROVISIONS

CMC17.01.050.B *Preliminary plats and preliminary short plats*- The survey content section of the code included language regarding statements and monumentation, which only applies to final plats and short plats, not preliminary plats or surveys. As such, the sections addressing

statements and monumentation were relocated to CMC 17.21.060 *Final plat and short plat procedures for land divisions*.

CHAPTER 17.07 BOUNDARY LINE ADJUSTMENTS

There was considerable discussion on the proposed changes to this section at the workshop before the Planning Commission and at the public hearing. Staff explained that there have been several Boundary Line Adjustment (BLA) applications that are proposed along unimproved streets. Some of those BLA applications included adjustments to property lines in order to avoid future street improvements.

For this reason, the proposed change provides staff a prompt to verify if the street is built to current standards, and if it isn't, then staff can evaluate whether the proposed adjustment would thwart future improvements. The proposed change to the current draft CMC removed the proportionality analysis requirement from the first draft. However, staff continues to recommend that the need for analysis of street dedication be added to this section.

CHAPTER 17.09 SHORT SUBDIVISIONS

CMC17.09.040 *Expiration*- The amendment in this section includes removing the language regarding the expiration of short plats, which states "Effective until December 31, 2014." This date has passed and should be removed.

CHAPTER 17.11 SUBDIVISIONS

CMC 17.11.060 *Expiration*- Amendments to this section include removing city council as the approval authority to extend timelines for phased development and allow applicants to revise an expired preliminary plat only pursuant to an approved phasing plan with specific timelines.

CHAPTER 17.15 BINDING SITE PLAN (BSP)

CMC17.15.050 *Improvements*- The minor amendment to this section includes replacing the word "bonded" with "secured".

CHAPTER 17.19 DESIGN AND IMPROVEMENT STANDARDS

Building Envelopes. The development code uses a measurement tool in single-family zones to analyze if there is adequate area for a residential structure, at CMC 17.19.030.D.3 *Building Envelopes*. Currently this section of code only defines what an adequate size building envelope should be in the single family residential zones, and does not have a standard for multifamily zones. This measurement tool is not a setback standard. The practical purpose is to determine during evaluation of proposed preliminary plats if there needs to be adjustments to a lot width or depth for the pie-shaped lots (or other odd-shaped lots) to accommodate at least a 40-foot by 40-foot building. The amendments to this section would define an adequate building envelope in multi-family zones.

Double Frontage Lots. A double-frontage lot is when a single row of lots has street frontage on both the front and the back of the lot. Currently the code does not allow this design of lots, unless it separates the subdivision from an arterial or collector road. That provision is not proposed to change. The provisions regarding the design of the double-frontage lots (when allowed) are discretionary and often must be clarified through SEPA mitigation measures (Refer to CMC 17.19.030.D.6 *Double Frontage Lots*). As such, staff has proposed to clarify the intent of the provisions and the design standards to avoid future misinterpretations, or SEPA mitigation. The intent is to safely separate the residential structures in the subdivision from arterial and collector traffic, and to avoid creating an unattractive massing of tall buildings along that corridor, which negatively affects those traveling (walking, biking, or driving) on that roadway.

Proposed amendments will clarify the standards for landscape buffers between the lot and the road. A new figure to this section of code is also proposed to graphically represent the design intent of the provisions.

Tracts and Trails. The code currently references trails to be 15-feet wide at CMC 17.19.030.E Tracts and Trails. This language is in conflict with the 2014 Parks, Recreation and Open Space (PROS) Comprehensive Plan, which includes trail standards for different trail types. Staff proposes a change to match the standards of the PROS plan.

CMC 17.19.030.F Landscaping. The development community has expressed concern that if street trees are installed prior to construction of homes they could be damaged by the home building construction equipment. The proposed amendments to this section include removing the current language that requires the installation or bonding of trees prior to final plat approval but rather require the developer to a) install the trees adjacent to or within common areas and landscape tracts prior to final acceptance and b) install trees adjacent to individual lots prior to final occupancy or install and bond prior to expiration of the two-year warranty period.

CMC 17.19.040.B.6 Extension. The amendments to this section are to incorporate Comprehensive Plan Policy LU-3.3 *Encourage connectivity between neighborhoods (vehicular and pedestrian) to support citywide connectivity and pedestrian access.*

CMC 17.19.040.B.10 Street Layout. The proposed additions to this section are in response to the Hearings Examiner's comment that our current cross circulation standards are very subjective, and therefore ineffective. The proposed amendments include a requirement to submit a circulation plan that includes features such as topography, environmental sensitive lands, existing and proposed streets/bicycle and pedestrian pathways/trails/transit, etc. Further, the proposed amendments in this section also incorporates two comprehensive plan policies, of Camas 2035. Comprehensive Plan Policy T-1.3: *Construct streets that are interconnected and avoid long cul-de-sacs or dead ends. Block lengths should be less than 1,000 feet* and Comprehensive Plan Policy T-2.3: *Include pedestrian and bicycle linkages in the construction of cul-de-sacs and other forms of dead-end streets. Existing dead end streets should be retrofitted to provide bicycle and pedestrian linkages as practicable.*

The presentation to the Planning Commission included examples of long cul-de-sacs that have been designed in recent preliminary plats, in absence of a cross circulation standard. Staff also explained that the steep terrain of Camas makes emergency response difficult (or impossible) when there is only one long roadway to a group of homes, particularly during ice storm events.

The proposed amendment is consistent with the engineering Design Standard Manual¹ for access spacing by roadway class as adopted within the Transportation Impact Fee studies.

CMC 17.19.040.B.11 Access Management. The proposed amendment in this section includes removing language that is already addressed in CMC 17.19.030.D.6 *Double Frontage Lots*.

CHAPTER 17.21 PROCEDURES FOR PUBLIC IMPROVEMENTS

CMC 17.21.040 Improvement Agreements. The current language allows for applicants to bond for all improvements prior to final plat approval. The proposed amendment requires the applicant to complete all the improvements prior to final plat approval unless there is an extenuating circumstance or other factors beyond their control.

CMC 17.21.050 Financial security agreement. Proposed amendments to this section include removing the term “bond” to “financial security”, since there are other financial security options other than just bonds. Another change to this section is listing the types of financial securities in order of priority. Further, the amount of financial security proposed increased to ensure the City is covered if the developer is unable to complete the work.

CMC 17.21.060 Final plat or short plat procedures for land divisions. As discussed above under Chapter 17.01 General Provisions, a new section was added for the inclusion of statements and monumentation under contents for a final plat or short plat.

CHAPTER 17.23 EXCEPTIONS, PENALTIES, SEVERABILITY, LIABILITY

CMC 17.23.010 Exception Criteria. The proposed amendment to this section includes using a gender neutral term by replacing the word “his” with “the applicant's”.

RECOMMENDATION

Staff recommends that Council conduct a public hearing, deliberate, and move to recommend approval of the amendments to Title 17 Land Development.

¹ The Design Standard Manual is updated periodically, and will include a table with the access spacing standards for easier reference, then locating the standard within the TIF studies.