

Green Mountain PRD Phase 2 Preliminary Narrative

Existing Conditions

The project site is located at 2817 NE Ingle Road, Camas, Washington. The property is further described as a portion of Tax Lot 22 (assessor's tax parcel 173178-000) and Tax Lot 16A (assessor's tax parcel 986037-308) located in the NW ¼ of Section 21, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

The site is the former Green Mountain Golf course. The zoning is R-6 and MF-10. However, the Phase 2 is to be developed pursuant to the Preliminary and Final Master Plan approvals, SUB14-02. Phase 1 has been approved with construction underway.

The area of the northern portion of Phase 2 is approximately 3.88 acres and the area of the southern portion is approximately 46.75 acres for a total of approximately 50.63 acres for both areas.

Adjacent to the northern portion of Phase 2 property uses include undeveloped Clark County-owned land on FR-40 to the north, future phase(s) of Green Mountain PRD on property to the west, and Phase 1 of Green Mountain PRD to the east and south. Adjacent property uses to the southern portion of Phase 2 includes farm/agricultural uses on FR-40 zoned property to the north, proposed Green Mountain Estates subdivision to the east, single-family residential uses on R-7.5 and R-12 zoned property to the south (across NE Goodwin Road), and future phase(s) of Green Mountain PRD to the west.

There is a BPA easement that runs in a northwest/southeast direction across the Green Mountain PRD site and makes up the western border of both the northern and southern portions of Phase 2. Additionally, there is a PacifiCorp easement that runs in a north/south direction through the southern portion of Phase 2.

Project Background

The Green Mountain property was annexed into the City of Camas in 2008. In 2009 the pre-annexation agreement with the City was replaced in its entirety with a new Development Agreement (DA) in December of 2009. The 2009 DA has now expired. In 2012 Green Mountain Land, LLC, acquired the property and has since been actively moving forward with engineering, critical area analysis and entitlements. A Conceptual Master Plan was developed and is part of the DA recorded in January 2015. Following the Conceptual Master Plan and DA, Green Mountain Land, LLC, applied for a Planned Residential Development and a Preliminary Plat approval for Phase 1. The Final Decision for approval with conditions was issued in July 2015 and the City Council adopted the Final Order on August 3, 2015. A DA, between the City and Green Mountain Land, LLC, sewer and water service for the project, was recorded in February 2016.

Proposed Project

The Applicant, Green Mountain Development Services Inc., proposes Phase 2 of the Green Mountain PRD. It will consist of approximately 230-lot single-family residential lots. There will be approximately 26 lots located in the northern portion of Phase 2 in Pod E1 and B3 and approximately 204 lots located in the southern portion of Phase 2 in pods D-4, D5, D6, E2 and E3. Please refer to the Preliminary Plat, Schematic Pod Study and Final Master Plan for more information.

The project will be phased with approximately 8 sub-phases. Construction on the first phases of the project will likely occur upon approval of all applicable reviews and permits.

Existing wetlands and streams will be protected and any impacts to the streams, wetland or their associated buffers will be mitigated meeting City of Camas code and the requirements of other regulating agencies.

Access to the northern portion of Phase 2 will be via N.E. Boxwood Street, a local access street, where it intersects with N.E. Alder Street and N.E. Chestnut Street. The approved Green Mountain Phase 1 Preliminary Plat shows N.E. 'E' Loop as a looping road. However, due to the existing topography, a minor modification request has been submitted to the city requesting that the looped road be revised to two cul-de-sacs eliminating a very steep portion of the looping road. The access shown on the proposed Phase 2 Preliminary Plans assumes the approval of the minor modification and the revision to two cul-de-sacs but will work regardless of approval.

Access to the southern portion will be via an extension of N.E. Boxwood Street from the east end of Phase 1. This extension will extend through the southern portion of Phase 2 and connect with NE Goodwin Road/NE 28th Street a minimum of 500 feet west of NE 22nd Avenue.

A regional trail as shown on the Final Master Plan will be constructed as part of the project through the open space areas and around wetlands.

Permit Approvals Requested

The Applicant is requesting approval of the following:

- Preliminary Subdivision Approval
- Critical Areas
 - Wetlands
 - Stream and Water Courses
 - Wildlife Habitat
 - Steep Slopes

Project Compliance

Development of Green Mountain PRD Phase 2 requires compliance with the following ordinances:

Public Services – Title 13

Water

This project will require connections to the existing potable water system owned by the City of Camas. The proposal to extend the water system to the site is consistent with the adopted Water Systems Plan. The water system is designed to provide adequate flow to the site (Including fire). Compliance with CMC Title 13 has been demonstrated in the schematic utility plan provided for in the preliminary engineering that identifies how water and water service will be extended to the future development areas of the site. The City has sufficient water capacity to serve this project.

Sanitary Sewer

The sanitary sewer will be extended from Phase 1 to serve the site. A pump station is in the development stage, by the City of Camas, which will serve the site and surrounding area.

Refuse Collection and Disposal

Residential garbage and recycling will be collected on a weekly basis.

Storm Water Drainage

Storm water treatment and quantity control will be provided through two storm facilities. The first storm facility is located in the northwest portion of the project area in sub-phase 2A and will outfall to the northwest into wetland "G". The second storm facility is located in the southwest portion of the project area in sub-phase 2B and will outfall into the adjacent stream.

Environment – Title 16

SEPA – CMC 16.01-16.21

A State Environment Policy Act (SEPA) checklist meeting this section requirement was submitted with the initial PRD and Master Plan Application. The City issued a SEPA Determination of Non-Significance (File No. SEPA 14-21) on March 3, 2015 and no appeals were filed. A SEPA checklist addressing the Phase 2 impacts has been filed with this application.

Archaeological Resource Preservation – CMC 16.31

The Applicant prepared a full archeological report which was submitted to the Department of Archeology and Historic Preservation, as well as, local Native American Tribes. The report identified four sites within Phase 2, three of which require no further archaeological work and one which will require additional testing prior to ground disturbance. The Applicant will comply with any applicable DAHP regulations prior to construction taking place.

Public view, open space protection and historic sites and structures – CMC 16.33

The proposed development will not interfere with any views of the Columbia or Washougal Rivers or Mt. Hood from adjacent properties. The Green Mountain Phase 2 Preliminary Plat preserves and enhances approximately 16 acres of wetland, wetland buffers, stream corridor and open space.

A detailed Cultural Resources Report was provided as part of the initial Master Plan and PRD Application. There were various sites found during the archaeological investigation. The recommendations found in the Cultural Resources Report will be followed and no sites will be disturbed prior to the receipt of an approved DAHP excavation permit.

A Traffic Impact Study was submitted with the initial Master Plan and PRD Application and a Transportation Compliance Letter has been submitted with this Application. The Transportation

Compliance Letter outlines recommendations to be provided in conjunction with site development of Phase 2 to adequately address traffic impacts. Please refer to the Transportation Compliance Letter, as prepared by Kittelson and Associates, Inc., dated November 8, 2016, for more information.

Stormwater treatment, detention and release will meet the City of Camas Stormwater ordinance, thereby protecting ground and surface waters.

The proposed development will connect to sanitary sewer and public water. The City of Camas' Comprehensive Plan and Capital Facilities Plan were developed to contemplate development of this property.

Historic Preservation - CMC 16.35

Refer to section CMC 16.31 above.

General Provisions - CMC 16.51

Fencing required at the backs and/or sides of lots abutting critical areas shall be installed at the time of house construction and be a condition of final occupancy.

All general provisions related to Critical Areas have been addressed in this application.

Wetlands - CMC 16.53

A Critical Areas Report, Buffer Averaging and Tree Preservation Plan, dated December 2014, was prepared by Ecological Land Services and submitted with the Green Mountain Master Plan PRD and Phase 1 Preliminary Application. The wetlands within the Green Mountain Master Plan project area were identified and categorized in that report.

There are three Category 3 wetlands located within the Phase 2 South project area (wetland G, J and L) and two Category 3 wetlands (wetland B and D) directly adjacent to the Phase 2 North project area. The three wetlands located within the Phase 2 South project area are located in the northwest portion, central west and central east portions of the project site. The wetlands located adjacent to the Phase 2 North project area are located to the southwest of Sub-Phase 2G and between Sub-Phase 2G and 2H. The Applicant proposes to utilize wetland buffer averaging and enhancement allowed under CMC 16.53.050. Refer to the Wetland Buffer Averaging and Enhancement Plan, dated November, 11, 2016, as prepared by Ecological Land Services, Inc. for more information.

Critical Aquifer Recharge Area - CMC 16.55

The site is not within a CARA Category 1 recharge area.

Frequently Flooded Areas - CMC 16.57

According to Clark County GIS, the site is not located within a Floodplain or Floodway area.

Geologically Hazardous Areas - CMC 16.59

According to Clark County GIS, the Phase 2 North Area is located adjacent to a severe erosion hazard area. The area of the site to be developed is located outside of but directly adjacent to geologically hazardous area and as such, recommendations found within the Geotechnical Site Investigation Report will be followed. Please refer to the Geotechnical Site Investigation Report, as prepared by Columbia West Engineering, Inc., dated September 27, 2016, for more information.

Fish and Wildlife Habitat Conservation Areas – 16.61

There is a Type Np stream (Stream A) located in the central portion of the Phase 2 South project area. Within Stream A's buffer, there is an Oregon White Oak Advance Mitigation area, which was installed in April 2016. Phase 2, which had not been designed when the Oak Mitigation Plan was developed, consists of a stream crossing for a road and pedestrian trail that impact a small section of the advance mitigation area and stream buffer. The Applicant proposes to modify the mitigation plan and replace the impacted oak mitigation area with an equivalent area elsewhere within the same buffer.

The oak mitigation areas for Phase 1 were installed in April 2016 within portions of Wetland D's buffer. Sub-Phase 2G within the Phase 2 North project area, which had not been designed when the Phase 1 oak mitigation plan was developed, consists of lot areas and portions of a road that impact the Phase 1 oak mitigation area. The Applicant proposes modifying the Phase 1 Mitigation Plan and replacing the impacted oak mitigation area with an equivalent area elsewhere within the same buffer.

Please refer to the Addendum Letter for Advance Oak Mitigation Plan and Addendum Letter for Concurrent Oak Mitigation, both dated November 11, 2016, and prepared by Ecological Land Services, Inc. for more information regarding these areas.

Land Development – Title 17

Dedications – CMC 17.01.040

There are proposed dedications associated with this development. Approximately 37 feet of right-of-way along NE 28th Street will be dedicated with this development as well as the right-of-way for all public internal streets shown on the Preliminary Plat.

Short Subdivisions – CMC 17.09; Subdivisions - CMC 17.11; Binding Site Plan – CMC 17.15

There are no proposed short subdivisions or binding site plans associated with this project. The Applicant is seeking preliminary plat approval for Phase 2. The application shall be processed as a Type III decision subject to the provisions of CMC Chapter 18.55.

Criteria for Preliminary Plat Approval – CMC 17.11.030

This chapter is established to accommodate the division of land for the purpose of sale or lease of property within an integrated subdivision. This land division allows certain zoning standards including, for example, setbacks, landscaping, lot area and lot dimension on the individual lots to be modified provided the standards for the entire center are met.

D. Criteria for Preliminary Plat Approval. The hearings examiner decision on an application for preliminary plat approval shall be based on the following criteria:

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 proposed Green Mountain Phase 2 subdivision conforms to the Camas Comprehensive plan by complying with the requirements for the underlying zone, the Development Agreement (DA), and the previously approved Planned Residential Development (PRD) standards for the Green Mountain Mixed Use PRD. Phase 2 will provide the necessary neighborhood circulator and trail connections through the Phase 2 South Project Area. Portions of the site have been set aside for open space along the stream buffer and adjacent to the wetlands and wetland buffers in the central portion of the south project area. Open space has also been set aside adjacent to the wetland and wetland buffers just south of the phase 1 central park. A trail is also provided along the west side of the proposed storm facility for phase 2 and the existing storm facility for phase 1 and adjacent to the open space and wetland and wetland buffers south of the Phase 1 central park.

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;*

Improvements for water, storm drainage, erosion control, and sanitary sewer have been proposed and are consistent with the Camas Design Standard Manual. Refer to the Preliminary Utility Plan and the Preliminary Grading Plan, which have been submitted with this application, for specific information.

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;*

N.E. 28th Street/N.E. Goodwin is identified as an arterial and has an existing full-width right-of-way of 60' and full-width paved width of approximately 24'. The widening of N.E. 28th Street/N.E. Goodwin to a

three-lane roadway with a 74' full-width right-of-way and a full-width paved width of 43' has been contemplated with this application. The Applicant is proposing a half-width right-of-way of 37', half-width pavement of 23', a 6' planting strip, 6' sidewalk and 2' clear space with this application.

The proposed new internal streets have been contemplated per the Camas Design Standard Manual, the previously approved PRD standards, Green Mountain Master Plan and the DA. N.E. Boxwood Street is being proposed as a neighborhood circulator that includes a 54' full-width right-of-way, 30' full-width pavement, a 5' landscape strip, a 6' sidewalk and 1' clear space on each side.

An alternative for N.E. Boxwood Street is being proposed which includes a 54' full-width right-of-way, 30' full-width pavement, 5' plantings strip on one side, 2'-11' planting strip of varying widths on the opposite side and an 8' meandering sidewalk on the opposite side.

Access to the northern portion of Phase 2 will be via N.E. Boxwood Street, a local access street, where it intersects with N.E. Alder Street and N.E. Chestnut Street. The approved Green Mountain Phase 1 Preliminary Plat shows N.E. 'E' Loop as a looping road. However, due to the existing topography, a minor modification request has been submitted to the city requesting that the looped road be revised to two cul-de-sacs eliminating a very steep portion of the looping road. The access shown on the proposed Phase 2 Preliminary Plans assumes the approval of the minor modification and the revision to two cul-de-sacs but has contemplated either street configuration.

Access to Sub-Phase 2G (pod B3) is via a private street within a 42-foot tract width. The Applicant proposes a private street in lieu of a public street to minimize the impact to an existing White Oak mitigation area, two wetlands and their buffers. Due to other critical areas on site N.E. Chestnut Street will not be extended further than Sub-Phase 2G.

All other public internal streets are proposed as 2 lane local streets which includes a 52' full-width right-of-way, 28' full-width pavement, 5' planting strip both sides and 5' sidewalk both sides. Refer to the Preliminary Plans for more information.

Street lighting and street trees are being proposed along all public streets.

These improvements will meet or exceed the requirements of the City's Transportation Plan and the Camas Design Standard Manual.

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

N.E. 28th Street/N.E. Goodwin is identified as an arterial and has an existing full-width right-of-way of 60' and full-width paved width of

approximately 24'. The widening of N.E. 28th Street/N.E. Goodwin to a three-lane roadway with a 74' full-width right-of-way and a full-width paved width of 43' has been contemplated with this application. The Applicant is proposing a half-width right-of-way of 37', half-width pavement of 23', a 6' planting strip, 6' sidewalk and 2' clear space with this application. 7' of additional right-of-way is being proposed with this application.

The proposed extension of N.E. Boxwood Street will require a 54' full-width right-of-way. All other internal public streets will provide access to the proposed lots and will require a 52' full-width right-of-way.

There are proposed easements for sanitary sewer and stormwater. Refer to Preliminary Utility Plans for more detailed information. Additional easements that are required, not shown with the preliminary plans, will be addressed during Final Engineering.

5. *The design, shape and orientation of the proposed lots are appropriate to the proposed use;*

The proposed lots comply with the previously approved Green Mountain Mixed Use PRD standards and the DA, as well as the setback standards in those documents.

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

The proposed subdivision complies with Camas land development and zoning codes by meeting the requirements of the previously approved Green Mountain Mixed Use PRD standards and the requirements of the DA.

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

With the development of Phase 2 the Applicant proposes to construct a westbound right-turn lane on N.E. Goodwin Road at N.E. Ingle Road with at least 100 feet of storage and provision of a two-way left-turn lane on N.E. Goodwin Road east of N.E. Ingle Road. According to the Transportation Compliance Letter submitted with this application, all other study intersections are projected to operate at acceptable levels of service. Therefore, no other off-site mitigation would be required. Refer to the Transportation Compliance Letter, dated November 8, 2016, prepared by Kittelson and Associates, Inc., which has been submitted with this application.

8. *Appropriate provisions for maintenance of commonly owned private facilities have been made;*

The proposed on-site stormwater facilities, Tract 'B' and Tract 'D', will be owned and maintained by the Home Owner's Association (HOA). The proposed access, private road and parking tracts will be owned and maintained by the HOA as well. The ownership and maintenance of these tracts will be addressed in the final HOA and CCR documents of the proposed development, during the final engineering and final plat process.

9. *Appropriate provisions, in accordance with RCW 58.17.110, are made for:*

a. The public health, safety, and general welfare and for such open spaces, drainage ways, streets, or roads, alleys or other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe conditions at school bus shelter/stops, and for students who walk to and from school, and;

The above listed have been taken into consideration with the layout and design of the proposed project as explained below.

The proposed development has set aside open space tracts in the Phase 2 South Project Area. These tracts are in the northwest, west central, central and east central portions of the Phase 2 South Project Area.

A network of sidewalks is being proposed throughout the proposed development, including trails through two of the open space/critical area tracts, for safe pedestrian circulation. All on site streets have been designed per the previous approval for the Green Mountain Mixed Use PRD and DA, to provide for safe vehicular circulation to and from the proposed lots. Additional parking is being provided on-site to assure that vehicular circulation is not compromised by cars being parked along streets.

Public water and sewer service to all of the proposed lots is being provided, and is being proposed, based on the Camas Design Standard Manual. Refer to the Preliminary Utility Plans submitted with this application for more detailed information.

b. The public use and interest will be served by the platting of such subdivision and dedication;

The proposed project will add to the public use and interest of the surrounding area by further expanding the T-27 Regional Trail and the public street network. The trail system is proposed to be expanded through Phase 2 with an 8' wide paved trail in the northwest portion of the Phase 2 South Project Area where it's adjacent to the Phase 1 Central

Park. The trail then tapers down to 6' wide paved where it connects through the cul-de-sac at N.E. 'C' Court, across Stream 'A' and to N.E. Boxwood Street just north of the entrance to the development at the intersection of N.E. Boxwood Street and N.E. 28th Street.

The applicant also proposes an alternative configuration for N.E. Boxwood which includes a 54' full-width right-of-way, 30' full-width pavement, 5' plantings strip on one side, 2'-11' planting strip of varying widths on the opposite side and an 8' meandering sidewalk on the opposite side. This option is being proposed as an aesthetically superior alternative to a standard streetscape and, in the applicant's opinion, creates a more pleasing pedestrian experience.

The public street network will be further expanded with the proposed extension of N.E. Boxwood from Phase 1, a neighborhood circulator as identified in the approval for the Green Mountain Mixed Use PRD and DA. N.E. Boxwood Street requires a 60' full-width right-of-way in the northwest portion of the Phase 2 South Project Area and narrows to a 54' full-width right-of-way. N.E. Boxwood Street makes a north-south connection from N.E. 28th Street to and through Phase 1. Refer to the Preliminary Plat for more detailed information.

N.E. 28th Street/N.E. Goodwin is identified as an arterial and has an existing full-width right-of-way of 60' and full-width paved width of approximately 24'. The widening of N.E. 28th Street/N.E. Goodwin to a three-lane roadway with a 74' full-width right-of-way and a full-width paved width of 43' has been contemplated with this application. The Applicant is proposing a half-width right-of-way of 37', half-width pavement of 23', a 6' planting strip, 6' sidewalk and 2' clear space with this application.

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*

The application and plans for the proposed project are consistent with the Camas Comprehensive Land Use Plan, Camas Transportation Comprehensive Plan and the Trail System and Parks Plan. The proposed project also meets or exceeds all state and local environmental acts and ordinances in accordance with RCW 36.70B.030.

Design and Improvement Standards – CMC 17.19

CMC 17.19.030 Tract, block and lot standards.

A. Environmental Considerations.

1. Critical Areas. Land that contains a critical area or its buffer as defined in Title 18 of this code, or is subject to the flood hazard regulations, shall be platted to show the standards and requirements of the critical areas.

Critical areas regulated by this chapter include wetlands (CMC Chapter 16.60), geologically hazardous areas (CMC Chapter 16.90), and fish and wildlife habitat conservation areas (CMC Chapter 16.95). The Applicant has identified all critical areas on the proposed development site, and has addressed those critical areas with this application. Refer to the Critical Areas Report, Stream Buffer Mitigation Plan, Wetland Buffer Mitigation Plan, dated November 11, 2016, the Addendum Letter for Advance Oak Mitigation Plan and Addendum Letter for Concurrent Oak Mitigation Plan, dated November 11, 2016, prepared by Ecological Land Services, Inc., which have been submitted with this application and the Critical Areas Report, dated September 27, 2016, prepared by Columbia West Engineering, Inc.

2. Vegetation. In addition to meeting the requirements of CMC Chapter 18.31, Tree Regulations, every reasonable effort shall be made to preserve existing significant trees and vegetation, and integrate them into the land use design.

As part of the Master Plan approval of the Green Mountain PRD a Tree Preservation Plan was prepared for the entire project site. The purpose of the plan was to review the entire site and to develop a wholistic plan for tree removal and retention that addresses the City of Camas tree retention requirements. A tree survey of the site was completed and the site was divided into 5 zones. The trees in each zone were tabulated and the percentage of trees to be retained was established. The retention percentage is the basis on which future phases are to be reviewed. The approved Tree Preservation Plan is recorded as part of the DA recorded in January 2015. The Phase 2 South Area falls within Zone 'A' of the Tree Preservation Plan. There are a total of 230 trees within this zone and 98 of those trees will be preserved which equals a total of 43% of trees to be preserved. The tree preservation plan listed 39% of the trees in Zone 'A' to be preserved. Therefore the proposed Phase 2 tree retention exceeds the required percentage of retention.

Sub-Phases 2G and 2H fall within Zone 'C' of the Tree Preservation Plan. The development of Sub-Phase 2G & 2H (pods B3 & E1) proposes the removal of 135 trees in Zone 'C'. The Tree Preservation Plan for the previously approved Phase 1 contemplated the removal of 222 trees in pods B1, B2 & B3, which is the remaining undeveloped area of Zone 'C'. Therefore the proposed removal of 135 trees for Phase 2 is allowed. Future development of the B1, B2 and B3 pods will be limited to a maximum tree removal of 87 trees. This will be reviewed at the time of development application of these areas.

3. Density transfers may be applicable if developer preserves critical areas. See Chapter 18.09 of this code.

The Applicant is not proposing to use density transfer standards. Therefore, this section does not apply.

B. Blocks. Blocks shall be wide enough to allow two tiers of lots, except where abutting a major street or prevented by topographical conditions or size of the property, in which case the city council may approve a single tier.

The proposed development does provide two tiers of lots except for those tiers of lots abutting N.E. Boxwood Street which is a neighborhood circulator.

C. Compatibility with Existing Land Use and Plans.

1. Buffer Between Uses. Where single-family residential lots are to be adjacent to multiple-family, commercial or industrial land use districts, and where natural separation does not exist, adequate landscape buffer strips and/or solid fences for purposes of buffering sound, restricting access, pedestrian safety and privacy shall be provided.

The property adjacent to the subject site for development is zoned single family residential and FR-20. Therefore, there is no buffer proposed between the site and the adjacent properties.

2. Conformity with Existing Plans. The location of all streets shall conform to any adopted plans for streets in the city. The proposed land use shall respond to and complement city ordinances, resolutions and comprehensive plans.

N.E. 28th Street/N.E. Goodwin is identified as an arterial and has an existing full width right-of-way of 60' and full-width paved width of approximately 24'. The widening of N.E. 28th Street/N.E. Goodwin to a three-lane roadway with a 74' full-width right-of-way and a full-width paved width of 43' has been contemplated with this application. The Applicant is proposing a half-width right-of-way of 37', half-width pavement of 23', a 6' planting strip, 6' sidewalk and 2' clear space with this application, which is consistent with the City's Transportation Plan.

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

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

The proposed single-family residential lots will all have access onto a public or approved private road. Direct access from N.E. Boxwood Street, a neighborhood circulator, is not proposed.

2. Side Lot Lines. The side lines of lots shall run at right angles to the street upon which the lots face as far as practical, or on curved streets they shall be radial to the curve;

The proposed side lot lines of the single-family residential lots run at right angles as much as practical. The proposed side lot lines of single-family residential lots on curved streets run radial to the curve as much as practical.

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

a. For single-family detached housing, a suitable size and configuration generally includes a building envelope capable of siting a forty-foot by forty-foot square dwelling within the building envelope,

The lot sizes and building envelopes are consistent with the approved Green Mountain PRD and Final Master Plan.

b. Other factors in considering the suitability of the size and configuration of any residential lot include the presence of, or proximity to critical areas, adjoining uses or zones, egress and ingress, and necessary cuts and fills;

The lot requirements for the approved Green Mountain Mixed Use PRD and DA have been met with the proposed single-family residential lots in Phase 2. Refer to the Preliminary Plat submitted with this application for detailed information.

4. Where property is zoned and planned for commercial or industrial use, in conformance to the intent of the comprehensive plan, other lot dimensions and areas may be permitted at the discretion of the city council;

N/A

E. Tracts and Trails.

1. If land division is located in the area of an officially designated trail, in accordance with the parks and recreation comprehensive plan, provisions shall be made for reservation of the right-of-way or for easements to the city for trail purposes.

The proposed project will add to the public use and interest of the surrounding area by further expanding the T-27 Regional Trail and the public street network. The trail system is proposed to be expanded through Phase 2 with an 8' wide paved trail in the northwest portion of the Phase 2 South Project Area where it's adjacent to the Phase 1 Central Park. The trail then tapers down to 6' wide paved where it connects through the cul-de-sac at N.E. 'C' Court, across Stream 'A' and to N.E. Boxwood Street just north of the entrance to the development at the intersection of N.E. Boxwood Street and N.E. 28th Street.

F. Landscaping

1. With the exception of flag lots, each dwelling unit within a new development shall be landscaped with at least one tree in the planting strip of the right-of-way, or similar location in the front yard of each dwelling unit. Required trees shall be a minimum two-inch diameter at breast height (dbh) to create a uniform streetscape (dbh is four and one-half feet above the ground as measured from upside of tree).

The proposed subdivision has provided one tree per lot within the planting strip in the right-of-way, with exception to those lots that do not front on the public right-of-way. Street trees required along all internal streets except N.E. Boxwood Street will be

installed at the time of house construction and a condition of final occupancy. Refer to the Conceptual Landscape Plan for the location of these trees.

2. The city council finds that the existing mature landscaping of trees, and shrubs provide oxygen, filter the air, contribute to soil conservation and control erosion, as well as provide the residents with aesthetic and historic benefits. For these reasons, the city encourages the retention of existing trees that are not already protected as significant trees under the Camas Municipal Code. Generally, the city may allow the tree requirements under subsection (F)(1) of this section to be reduced at the request of the developer, by a ratio of two new trees in favor of one existing tree, provided such trees have been identified on approved construction plans.

As part of the Master Plan approval of the Green Mountain PRD a Tree Preservation Plan was prepared for the entire project site. The purpose of the plan was to review the entire site and to develop a wholistic plan for tree removal and retention that addresses the City of Camas tree retention requirements. A tree survey of the site was completed and the site was divided into 5 zones. The trees in each zone were tabulated and the percentage of trees to be retained was established. The retention percentage is the basis on which future phases are to be reviewed. The approved Tree Preservation Plan is recorded as part of the DA recorded in January 2015. The Phase 2 South Area falls within Zone 'A' of the Tree Preservation Plan. There are a total of 230 trees within this zone and 98 of those trees will be preserved which equals a total of 43% of trees to be preserved. The tree preservation plan listed 39% of the trees in Zone 'A' to be preserved. Therefore the proposed Phase 2 tree retention exceeds the required percentage of retention.

Sub-Phases 2G and 2H fall within Zone 'C' of the Tree Preservation Plan. The development of Sub-Phase 2G & 2H (pods B3 & E1) proposes the removal of 135 trees in Zone 'C'. The Tree Preservation Plan for the previously approved Phase 1 contemplated the removal of 222 trees in pods B1, B2 & B3, which is the remaining undeveloped area of Zone 'C'. Therefore the proposed removal of 135 trees for Phase 2 is allowed. Future development of the B1, B2 and B3 pods will be limited to a maximum tree removal of 87 trees. This will be reviewed at the time of development application of these areas.

3. Tree planting when required as a vegetative buffer, shall be according to city requirements and of a species approved in the Camas Design Standard Manual.

All proposed trees will be according to City of Camas requirements and approved species as listed in the Camas Design Manual. Tree species and locations will be further defined during Final Engineering.

4. The tree planting shall be the responsibility of the land developer and shall be installed or bonded for prior to final plat approval.

The Applicant understands that any street trees required on site will be the financial responsibility of the Applicant.

5. Landscaping shall conform to plant criteria in the Camas Design Standard Manual. Any planting of trees or shrubs within the right-of-way or vision clearance area will be shown in order to demonstrate compliance with height restrictions.

All final landscape drawings will comply with the Camas Design Standard Manual plant criteria. Plantings within the right-of-way or vision clearance area will be shown in order to demonstrate compliance with height restrictions.

6. Storm drainage facilities, pump stations and other visible facilities shall be setback a minimum of thirty feet from any street or accessory structure and be landscaped in accordance with criteria in the Camas Design Standard Manual.

Both stormwater facilities will be landscaped in accordance with criteria in the Camas Design Standard Manual. The Applicant is requesting an exception to the thirty foot setback for the stormwater facility in the southwest portion of the Phase 2 South Project Area along N.E. 28th Street; refer to section 17.23.010 of this narrative.

G. Non-City Utility Easements. Easements for electric lines or other public utilities may be required. Easements for utilities shall be a minimum of six feet in width and centered on front or side lot lines.

All utility easements that will be needed/required will be addressed at the time of final engineering and planning review.

H. Watercourse Easements. Where a development is traversed by a watercourse, drainageway, channel or stream, there shall be provided a stormwater easement or drainage right-of-way conforming substantially with the lines of such watercourse and such further width as will be adequate for the purpose. Streets parallel to major watercourses may be required.

All stormwater easements that will be needed/required will be addressed at the time of final engineering and planning review.

I. Street Signs. The developer shall be responsible for the initial cost of any street name or number signs, or street markings, including installation thereof, that public works finds necessary for the development.

No response required.

J. Lighting. Street lighting shall conform to the Clark Public Utility standards and approved by the city. The developer shall bear the cost of the design and installation of the lighting system.

No response required.

K. All residential streets shall conform to the guidelines and standards of the city neighborhood traffic management plan.

All residential streets, as proposed, conform to the guidelines and standard of the city neighborhood traffic management plan. The goals of the neighborhood traffic management plan have been met with the internal street plan.

All internal streets have been designed per the City of Camas designated street categories and the approved Green Mountain Mixed Use PRD and DA, have been designed to operate at their designated speed and volume, and designed for current and future vehicular and pedestrian circulation. Refer to the Preliminary Plans for more information.

Infrastructure Standards – CMC 17.19.040 (B)(10)(c)

Phase 2 has a total of 226 lots with average lot sizes less than 7400 square feet therefore; an additional 46 off-street parking spaces are required. A total of 52 off-street parking spaces are proposed to be provided within tracts F, H, K, M, R, X, Z, BB, DD and FF. Please refer to the Green Mountain PRD Phase 2 Preliminary Plat, included with this application, for additional information.

Street – CMC 17.19.040 (B)

The proposed extension of N.E. Boxwood Street from Phase 1, a neighborhood circulator, requires a 60' full-width right-of-way as it enters the Phase 2 in the northwest portion of the Phase 2 South Project Area and narrows to a 54' full-width right-of-way just west of the PacifiCorp easement. The proposed 60' full-width right-of-way includes 36' full-width paved, a 1' clear space on one side, a 5' planting strip on one side, a variable width planting strip on the opposite side, a 6' sidewalk on one side, and an 8' meandering asphalt path on the opposite side. The proposed 54' full-width right-of-way includes 30' full-width paved, a 1' clear space, a 5' sidewalk, and a 6' planting strip.

The applicant also proposes an alternative configuration for N.E. Boxwood which includes a 54' full-width right-of-way, 30' full-width pavement, 5' plantings strip on one side, 2'-11' planting strip of varying widths on the opposite side and an 8' meandering sidewalk on the opposite side. The option is being proposed as an aesthetically superior alternative to the standard streetscape and, in the applicant's opinion, creates a more pleasing pedestrian experience.

All other public roads in Phase 2 include a 52' full-width right-of-way, 28' full-width paved, 2' clear space, 5' sidewalk, and 5' planting strip.

N.E. 28th Street/N.E. Goodwin is identified as an arterial and has an existing full width right-of-way of 60' and full-width paved width of approximately 24'. The widening of N.E. 28th Street/N.E. Goodwin to a three-lane roadway with a 74' full-width right-of-way and a full-width paved width of 43' has been contemplated with this application. The Applicant is proposing a half-width right-of-way of 37', half-width pavement of 23', a 6' planting strip, 6' sidewalk and 2' clear space with this application, which is consistent with the City's Transportation Plan.

Utilities – CMC 17.19.040 (C)

A utility plan has been prepared for the proposed Green Mountain Phase 2 Subdivision. It may be determined that additional easements are required during final design.

This development will potentially be constructed in phases. The order of phasing is unknown at this time. The stormwater from Sub-Phase 2A of this project is designed to be routed to a

stormwater facility within Tract 'B' in the northwest portion of the site. Stormwater runoff from all other sub-phases is designed to be routed to the stormwater facility within Tract 'D'. Refer to the Preliminary Plat and Preliminary Grading Plans, which have been submitted with this application.

This project will require connections to the existing potable water system owned by the City of Camas. In order to provide public water service for the proposed Green Mtn. Phase 2 development, a new 18" water main will be connected to the existing stub at Green Mtn. Phase 1 and routed along NE Boxwood St. east and south through the site to NE Goodwin Rd. at the south end of the Phase 2 site. The new 18" or 24" water main will then be extended from NE Boxwood St. / NE Goodwin Rd. intersection to the east along NE Goodwin Rd. to the east property line of the Green Mtn. site. A new 12" main will be extended from the intersection to the west along NE Goodwin Rd. to the limits of Phase 2 frontage. New 8" mains will be looped through the proposed Phase 2 development from the 18" main in NE Boxwood St. Water services and fire hydrants will be provided from the new mains to provide water service and fire protection to the proposed Phase 2 lots. The City has sufficient water capacity to serve this project as proposed.

This project will require connection to the existing sanitary sewer system owned by the City of Camas. In order to provide sanitary sewer service for the proposed Green Mtn. Phase 2 development, new 8" sanitary gravity mains will be constructed within the Phase 2 site and routed to the west along NE Boxwood St. and eventually connect to the existing sanitary sewer main constructed in NE Ingle Rd. with Green Mtn. Phase 1. Laterals will be provided from each proposed lot to the new sanitary main to provide sanitary sewer service for each lot. It is assumed that by the time the construction of Phase 2 occurs, the city's gravity sewer improvements along the north side of Lacamas Lake will be complete and the new system will therefore be able to function as a gravity sewer rather than a STEF system. If the City's improvements have not been completed by the time of Phase 2 construction, then temporary community STEF tanks will be installed and used until the pump station improvements are completed.

Procedures for Public Improvements – CMC 17.21

Erosion prevention/sediment control measures will meet City of Camas standards. Stormwater facilities will be installed meeting the requirements of the City of Camas and Washington State Department of Ecology.

Exceptions – CMC 17.23.010(A)

The Applicant is requesting an exception to the required 30' setback of the stormwater facility from the fronting rights-of-way. The Applicant is requesting that be reduced to 15 feet along N.E. 28th Street/N.E. Goodwin and 5 feet along N.E. Boxwood Street. There are two proposed stormwater facilities for Phase 2. The facility adjacent to N.E. 28th Street/N.E. Goodwin is in the southwest portion of the Phase 2 South project area and the facility adjacent to N.E. Boxwood Street is located in the northwest portion of the Phase 2 South project area. Based upon the site's topography, these two locations are the lowest (and thus most efficient) areas available to collect and treat stormwater for the watersheds or phases they serve.

The north facility is adjacent to the Phase 1 facility and will essentially be an extension of it. It is bounded by the Phase 1 facility on the north, proposed park area to the west and Boxwood St. on the south. The alignment of Boxwood was determined previously and located to swing south of the park and it's associated wetlands and stay north of the existing BPA tower that is south of the road. The south facility is bounded by the applicant's property line on the west, an Oak preservation area on the north and NE 28th St. on the south.

The Applicant is proposing to reduce the distance to N.E. 28th Street/N.E. Goodwin and N.E. Boxwood Street but is also proposing to heavily landscape the facilities with lower story vegetation and evergreen trees outside of the BPA easement. Drawings depicting the locations of the landscape buffers are provided with this application. The landscape buffering will provide a greater buffer or shielding benefit then placing the edge of the facility 30' from the edge of right of way. The aesthetic views of the facilities will be greatly enhanced if the Applicant's request is granted.

The granting of this proposed exception will not be detrimental to the public welfare or injurious to other property within the vicinity of this proposed development because it will better shield and landscape the proposed facilities.

Zoning – Title 18

Use Authorization - CMC 18.07

The proposed single-family development is a permitted use as per the Green Mountain Planned Residential Development and Preliminary Plat Application Final Decision, File Nos. SUB14-02, SEPA14-21, ARCH14-10, dated July 27, 2015.

Density and Dimensions - CMC 18.09

Exhibit F of the Development Agreement covering the parcels within Phase 2 lists the requirements for minimum lot sizes, setbacks, lot coverage, building height and density for the B pod in sub-phase 2G. The Development Standards and Phasing Plan for the Green Mountain Mixed Use PRD lists the requirements for minimum lot sizes, setbacks, lot coverage, building height and density for the D and E pods and the balance of Phase 2. The proposed development complies with the density and dimensional requirements of these Tables. Density has been met for the B pod by providing 13 units on 1.47 acres (8.8 units per acre). Density has been met for the D and E pods by providing 217 units on 52.67 acres (4.12 units per acre).

Parking - CMC 18.11

According to Table 18.11-1, of CMC 18.11.130, the proposed development is required to provide 2 parking spaces per unit. 2 parking spaces will be provided per unit in the garage and/or driveway. 52 additional parking spaces are proposed to be provided within tracts F, H, K, M, R, X, Z, BB, DD and FF. The 52 additional parking spaces proposed exceeds the requirements pursuant to CMC 17.19.04 (B)(10)(c). Refer to the Preliminary Plat included with this application.

Landscaping – CMC 18.13

Parking lot landscaping has been provided meeting the requirements of this chapter. It should be noted that trees are not proposed within or adjacent to the parking area in Tract F because of its location within existing PacifiCorp easement.

Signs – CMC 18.15

The Applicant is not proposing any signs with this application.

Supplemental Development Standards – CMC 18.17

Fences are proposed as shown on the Preliminary Site Plan and engineering plans meeting the requirements of this chapter. All vision clearance requirements at intersections have been met.

Sensitive Areas & Open Space - CMC 18.31.020

The proposed development is subject to this chapter as Green Mountain Phase 2 is a Subdivision within a Planned Development. Vegetation is proposed for removal within areas proposed for development. While all vegetation will be removed from areas to receive construction activities, wetlands G, J and L located within the Phase 2 south site area will remain in their natural state meeting the preservation standards of this chapter. Additionally, a pedestrian path will be constructed through the natural area to provide for passive recreational activities for the residents of this and the adjoining, existing development to the west.

Variances – CMC 18.45

There are no variances proposed with this application.

Administration and Procedures – CMC 18.55

This application is subject to a Type III Decision. A Pre-application Conference is waived for this application as per the email from Robert Maul, dated September 8, 2016. A copy of this email has been included with this application.

This application contains the required information listed in this chapter for a technically complete application.

Transportation and Access

A Transportation Impact Analysis was prepared by Kittelson and Associates, Inc., dated November 20, 2014 and submitted as part of the approved Green Mountain Mixed Use PRD application. A Transportation Compliance Letter, as prepared by Kittelson and Associates, dated November 8, 2016, has been submitted with the Preliminary Plat Application for Green Mountain Phase 2 as a follow-up to the initial Transportation Impact Analysis. The Transportation Compliance indicates the amount of traffic the proposed development will generate impact to the surrounding transportation system and any mitigation

measures required to address traffic impacts for Phase 2. For 230 single-family residential units, the proposed project is estimated to generate 2190 net new daily trips, 175 net new a.m. peak hour trips (45 in and 130 out), and 230 net new p.m. peak hour trips (145 in and 85 out).

Access to the proposed development from the south will be via N.E. Boxwood Street which takes access from N.E. 28th Street. Access from the north will be provided via the proposed extension of N.E. Boxwood Street from Green Mountain Phase 1, which is currently under construction.

Conclusion

Phase 2 of the previously approved Green Mountain Mixed Use PRD has been carefully and thoughtfully designed to not only be code compliant, but more importantly, to create an aesthetically desirable subdivision to live in. This has been accomplished through a variety of design features, including, retention of open space and existing vegetation, integration of stormwater management and landscaping, building envelope orientation, and vehicular and pedestrian circulation. Green Mountain Development Services is proud of this effort and looks forward to working with the City through the approval process and beyond.