

## STAFF REPORT

### Green Mountain Planned Residential Development

#### Phase 2 Preliminary Plat Application

File Nos. SUB16-02, SEPA17-02

Staff Report Date: May 19<sup>th</sup>, 2017

TO: Hearing Examiner HEARING DATE: **May 25<sup>th</sup>, 2017**

PROPOSAL: To plat 230 lots for single family dwelling units as phase 2 of the overall Planned Residential Development master plan (SUB14-02).

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.

Phase 2 is located on 2817 NE Ingle Road, Camas, WA 98607. Tax lot 22 (parcel number 173178-000), Tax lot 16A (parcel number 986037-000).

APPLICANT: Green Mountain Land, LLC  
17933 NW Evergreen Parkway, Suite 300  
Beaverton, OR 97006

PUBLIC NOTICE:	Notice of public hearing mailed to property owners within 300 feet of the site on 5/11/2017, and published in the <i>Post Record</i> on 5/11/2017, Legal publication #582518.
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STATE ENVIRONMENTAL POLICY ACT (SEPA):	The City issued a SEPA Determination of Non-significance (DNS) (file no. SEPA14-21) on March 3 <sup>rd</sup> , 2015. <b>No appeals were filed.</b>
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<b>APPLICABLE LAW:</b>	The application was submitted on <b>November 28<sup>th</sup>, 2016</b> , and deemed complete <b>December 5<sup>th</sup>, 2016</b> . 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. [ <b>Note:</b> Citations from Camas Municipal Code (CMC) are indicated with <i>italicized type</i> .]
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## I. Summary

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

**Proposed Lots:** Phase 2, 230 lots.

**Total site area:** 50.63 acres

**Open Spaces:** 15.62 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.

### 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 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:

The applicant has applied for, and received master plan approval for a planned residential development (PRD) and preliminary plat approval for the first phase of the Green Mountain area on August 3<sup>rd</sup>, 2015. The PRD proposal in total included 1,300 single and multi-family residential units, 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.

This application is for Phase 2 of the overall master plan that will include 228 lots for multi (4,000 square feet or less) and single family residential units. Phase two will have eight (8) sub-phases, or pods. Phase two is comprised of a total of 50.63 acres. Of this area, 3.88 acres is located just north and connected to phase 1. The remaining 46.75 acres is located north of NE Goodwin Road.

## **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, as per CMC 16.31. Certified mailing labels to the impacted tribes dated December 19<sup>th</sup>, 2015 were provided with the original application (Exhibit 51). The Washington State Department of Archaeology and Historic Preservation (DAHP) provided written comments for the SEPA determination (Exhibit 40 & 41). 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 of 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 trail system, community park space, and natural environmental spaces such as wetlands and tree habitat mitigation areas. This section can be met as proposed.

**Conclusion:** As approved through the master plan, 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. Phase two contains seven wetlands. Wetlands B, D, and J are proposed to have 13,732 square feet of buffer averaged out, with an added 13,732 square feet of buffer added at a 1:1 ratio. There is also a proposed buffer enhancement of 11,829 square feet to buffer impacts to wetlands B and D at a 3:1 ratio. The applicant has provided a mitigation plan for the buffer averaging and enhancements, which is acceptable to staff. The applicant shall install all buffer mitigation prior to final plat approval.

There are a number of lots that abut wetland tracts as proposed. Lots 1-7, 13-16, 47-65, 103, 113-117, 124-125, 131-133, 220-228, and 204-216 all have yard boundaries that abut these critical areas tracts. As such fencing and signage is required to separate the lot from those areas. Prior to final occupancy to any lot abutting a critical area tract, all appropriate fencing shall be installed at the property lines where applicable. A note on the plat shall be provided for the fencing requirement.

The applicant is also proposing a pedestrian trail through the buffer area in Tract C, which is consistent with the master plan approval. The proposed trail can be allowed pursuant to CMC16.53.050(C)(5). The trail shall be installed and accepted by staff prior to final plat approval.

**Conclusion:** As approved through the master plan, this section can be met.

#### **CMC 16.61 Fish and Wildlife Habitat Conservation Areas**

##### **Oregon White Oak Habitat**

The applicant proposed a mitigation site for all master plan oak mitigation and planted it in 2016. They are now proposing to modify the site pursuant to their Critical Areas Report (CAR) dated November 17, 2016. Specifically, a total of 1,816 square feet of oak mitigation area within Wetland Tract D will be impacted by the proposed private road and residential lots for phase 2.

The applicant is proposing to replace at a 1:1 ratio the impacted area by adding the same amount by wetland D as depicted in Figure 6 of the CAR. The applicant shall install the relocated 1,816 square feet of Oak Habitat space prior to final plat approval for the first phase of Phase 2. A condition to this effect is warranted.

**Conclusion:** As proposed and conditioned herein, this section can be approved.

### **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;*

Land use policies:

The proposed application complies with, or can comply with conditions, many of the adopted comprehensive plan policies in place ranging from Land Use (LU-3.1, LU-3.3, LU-3.5), Housing (H-1.2 and H-1.3), Natural Environment (NE-1, NE-2, NE2.4, NE-4), and Transportation (T-1, T-1.3, T-1.5, T-2, and T-4).

#### Parks, Recreation and Open Space (PROS)

The 2014 PROS plan does not identify any specific trail segments, special use parks, neighborhood parks or trailhead requirements on or over this portion of the subject property.

The previously approved Green Mountain Mixed Use, Planned Residential Development Master plan and Phase 1 of this project did include PROS requirements for trail and park improvements such as the T-27 Regional Trail and the NP-16 Neighborhood Park approximately 14 acres in size (Central Park).

The T-29 trail, a local trail, is identified in the 2014 PROS Plan and is adjacent to and east of the subject property. This trail segment requirement has previously been addressed with the land use approval for the Green Mountain Estates Subdivision, City File No. SUB15-02.

The applicant is proposing to install a local community trail through this portion of the site that will be partially located in the existing Bonneville Power Administration (BPA) easement and along portions of NE Boxwood Street before returning to the BPA easement, eventually connecting with the T-27 Regional Trail and other portions of this Master plan development.

**Findings:** Staff finds that the proposed subdivision is in conformance with the 2014 Camas Parks, Recreation and Open Space Comprehensive Plan.

#### Neighborhood Traffic Management (NTM)

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 applicant's traffic engineer, Kittelson & Associates, Inc., submitted a Traffic Impact Analysis (TIA) for the Green Mountain PRD back in June of 2014 during the land use approval for the overall PRD and Phase 1 of the development. The TIA for the Green Mountain Masterplan provided a near-term and a long-term analysis for the buildout of this project.

The applicant is now requesting approval of Phase 2 of the PRD and the applicant's traffic engineer, Kittelson & Associates, Inc., has submitted a Transportation Compliance Letter dated November 8, 2016. The purpose of this letter is to document the trip generation associated with proposed Phase 2 and ensure that the mitigation measures provided in the Masterplan TIA are applied at the appropriate phase of development.

The submitted Transportation Compliance Letter clearly demonstrates that traffic calming measures will be triggered with this phase of the development, which will generate approximately 2,190 daily trips that includes 175 a.m. peak hour trips and 230 p.m. peak hour trips. The applicant has not identified any specific traffic calming features for NE Boxwood Street other than a landscaped median entry island located north of NE 28th Street and the internal roadway configuration of 54 feet of Right of Way width with 28 feet of paved width. The lots abutting NE Boxwood Street will be prohibited from lot access as all lot access is proposed at the back of the lots proposed along NE Boxwood Street.

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

**Findings:** Staff finds that as conditioned the applicant can or will comply with the City's NTM plan, Comprehensive Plan, 2014 PROS Plan and other adopted plans of the city.

*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:**

This particular area of Camas has limited public water utilities. In 2014 and 2015, during the review and approval process with the Phase 1 and PRD Masterplan approval of this project, the City and applicant worked closely to model the proposed water system to ensure adequate domestic and fire flows would be provided to this area of Camas consistent with the City's 2010 Water System Plan.

With the completion of the Phase 1 water system improvements the applicant will have extended the public water system on site, consistent with the provisions of the 2010 Water System Plan, where it can be extended to the south and east to serve this next phase of the overall development located in the southeast portion of the Masterplan. More specifically, the 2010 Water System Plan and modeling completed as part of the PRD approval requires the following to be completed to serve this phase of development:

- Construction of the T-7 improvement, a 24-inch diameter water main in NE 28<sup>th</sup> Street from the east project boundary to the easterly most site access location off of NE 28<sup>th</sup> Street (NE Boxwood Street). The T-7 improvement will transition from 24-inch to 18-inch at NE 28<sup>th</sup> Street at NE Boxwood Street and will be extended through the site along NE Boxwood Street to connect to an existing 18-inch waterline installed with Phase 1.
- Extension of the 12-inch diameter waterline (being installed with Phase 1) from the intersection of NE Goodwin Road and NE Ingle Road, east to connect to the T-7 line at the proposed intersection of NE Boxwood Street and NE Goodwin Road.
- All other waterlines within the proposed development shall be installed in accordance with the City's Design Standards Manual.

A condition of approval requiring design and installation of the water system improvements described above is warranted.

**Findings:** Staff finds that as conditioned the applicant can or will comply with the City's Water System Plan Update and other adopted plans of the City.

**Storm Drainage:**

Historic stormwater flows from this site generally flow to the south and to the west eventually draining into onsite wetlands which drain to culvert crossings under NE 28<sup>th</sup> Street/NE Goodwin Road and NE Ingle Road where the stormwater runoff flows into LaCamas Creek and ultimately into LaCamas Lake.



The applicant has submitted a preliminary stormwater Technical Information Report (TIR) and preliminary stormwater collection and conveyance plans for the proposed development.

Two stormwater facilities are proposed that will provide detention along with water quality treatment. Both facilities will include multiple celled, large wet ponds that will provide phosphorous removal in addition to basic treatment in accordance with the provisions of the Camas Stormwater Design Standards Manual (CSDSM) and Section 5.04 therein.

The northerly stormwater facility will be an expansion of the previously approved stormwater facility associated with the Phase I approval. This northerly facility will be located less than 30 feet north of NE Boxwood Street right-of-way (ROW). The southerly facility will be located less than 30 feet north of NE 28<sup>th</sup> Street ROW and within the existing 100-foot-wide Bonneville Power Administration (BPA) easement.

The proposed stormwater facilities do not meet the minimum 30-foot setback requirement of CMC 17.19.030 (F 6). At page 17 and 18 of the narrative the applicant has requested an exception to the setback requirement for visible facilities that is required by CMC 17.19.030 (F 6). The applicant is proposing to provide enhanced landscaping that will consist of lower story vegetation, attractive fencing and evergreen tree plantings outside of the BPA easements.

**Findings:** Staff finds that the proposed location for the two stormwater facilities are at the lower portions of the site in locations that will provide for the efficient collection and conveyance of the stormwater runoff from the site back into wetlands of the site and the historic discharge path.

Staff also finds that the granting of this exception request will not be detrimental to the public welfare or injurious to other property owners in the area. The applicant shall be conditioned to provide enhanced landscaping and fencing acceptable to the city for the enhanced landscaping and screening for these two facilities. The applicant shall include landscaping plans at the time of final engineering submittals.

Although not shown or noted in the preliminary utility plans, rear yard low point area drains along with roof and footing drainage connections shall be provided to each lot at the time of site improvements in accordance with the provisions of CMC 17.19.040 (C, 3e). Stormwater lines not located within the public ROW shall be located in a private stormwater easement(s) and shall be maintained by the homeowner's association. A condition of approval to this effect is warranted.

**Findings:** Staff finds the preliminary Stormwater TIR meets the requirements of Title 14, the CSDSM and the 2014 Stormwater Management Manual for Western Washington. Staff finds that as conditioned the applicant can or will meet the stormwater requirements of the State and the City.

### **Erosion Control:**

The applicant shall be required to provide adequate erosion control measures during the site improvements contemplated for this subdivision in accordance with adopted City standards. The applicant shall be required to submit the Erosion Sediment Control plans to the city for review and approval prior to any ground disturbance.

Staff finds that CMC 17.21.030 requires submittal of an erosion control bond for ground disturbances of one acre or more. The Washington State Department of Ecology also requires site operators disturbing over one acre of land to file for and obtain an NPDES General Construction Stormwater Permit. CMC 14.06.030 (C) requires submittal of the Stormwater Pollution Prevention Plan (SWPPP) prior to commencement of ground disturbance activities.

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

Sanitary Sewage Disposal:

This particular area of Camas will eventually be served by the North Shore – Sewer Transmission System (NS-STS). The City recently awarded this capital facility improvement project to the low bidder and construction of the NS-STS began in early May of 2017 with completion of the system anticipated in the summer of 2018. For permanent sewer service to the project, the applicant will be required to connect to the NS-STS Goodwin Road Pump Station. The southernmost area of the proposed Phase shall be served through construction of a gravity sewer main in NE 28<sup>th</sup> Street/NE Goodwin Road that flows west to the new pump station located just east of Lacamas Creek. This gravity main shall be extended to the eastern-most limits of the project boundaries on NE 28<sup>th</sup> Street and sized appropriately to be able to serve all up-stream and downstream areas within and outside of the applicant's proposed project. Additionally, the applicant will be required to construct a system of traditional gravity mains throughout Phase 2 to collect and convey sewer to the main in NE 28<sup>th</sup> Street or to convey sewer to the existing gravity system constructed with Phase 1 of the Masterplan. A condition of approval to this effect is warranted.

The NS-STS Goodwin Road Pump Station near Lacamas Creek will be used for both temporary and permanent sewer service for developments located north of NE Goodwin Road/NE 28<sup>th</sup> Street. The temporary system will include a temporary force main from the pump station that will connect to the City's existing STEP system located on the south side of Lacamas Lake. Per the Development Agreement recorded in February 2016 between the Green Mountain Land, LLC and the City there is capacity for approximately 350 single family dwellings within the southerly temporary STEP system being constructed.

It is anticipated that the temporary sewer connection to the south side of Lacamas Lake will be in place prior to final platting or home construction of Phase 2 of the Masterplan. Given that Phase 1 of the Masterplan is anticipated to be approved in the spring of 2017 with 201 single family homes, there may be available capacity in the temporary system to serve a portion of Phase 2. As such, should the applicant wish to have a portion of Phase 2 use the temporary system, Staff finds that a condition of approval is warranted to restrict issuance of building permits within Phase 2 to 149 total permits (350 minus 201) until such time that the NS-STS is constructed by the City and fully operational.

Should the applicant use the temporary system for any homes within Phase 2, 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 temporary system is only suited to handle effluent flows (no solids). Under this scenario, prior to final engineering plan approval the applicant shall be required to supply an analysis showing the 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.

**Findings:**

Staff finds that the sewer system as conditioned can or will meet the City's requirements and standards.

Existing wells, septic tanks and septic drain fields

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 conditioned as part of the abandonment. A condition of approval to this effect is warranted.

Prior to acceptance of infrastructure, all wells, septic tanks and septic drain fields shall be properly abandoned. The applicant shall provide the City with documentation showing any existing water rights associated with the wells and the City and applicant shall explore transferring the rights to the City at fair market value.

**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:**

Exterior Roadways:

NE 28th Street abuts the subject properties southerly boundary. This existing roadway consists of 24 feet of existing pavement in an existing 60-foot-wide right-of-way (ROW). The existing roadway is rural in nature and does not include bike lanes sidewalks, street lighting, stormwater control, turn lanes or other urban improvements.

NE 28<sup>th</sup> Street has a functional classification of Arterial in the 2012 Traffic Impact Fee (TIF) update. The TIF update identifies NE 28<sup>th</sup> Street east of NE Ingle Road as a North District TIF creditable roadway Improvement "B". Improvement "B" is identified as a three lane arterial street east of NE Ingle Road. Installation of a traffic signal at the intersection of NE Goodwin Road and NE Ingle Road is also TIF creditable and is identified as Intersection Improvement "2" in the TIF update.

The applicant is proposing to dedicate an additional 7 feet of land for ROW purposes along NE 28<sup>th</sup> Street that will provide a half width ROW of 37 feet. The applicant is also proposing a half width paved improvement of 23 feet.

The ROW dedication and half width street improvements proposed by the applicant along NE 28<sup>th</sup> Street will not be sufficient to provide a street section consisting of two 11-foot travel lanes, an 11-foot center two-way left turn lane and a 5-foot-wide bike lane on the north side in accordance

with the requirements of the 2012 TIF update corridor improvement "B", and City street standards. As such, the applicant shall be conditioned to provide sufficient land for ROW purposes that will provide a minimum paved width of 38 feet which shall include an 11-foot-wide center left turn lane, one 5-foot-wide westbound bike lane on the north side, and two 11-foot-wide travel lanes.

#### Interior Roadways:

All of the interior roadways, with the exception of NE Boxwood Street, are proposed to have a 52-foot ROW width with a 28-foot-wide paved street width.

NE Boxwood Street will function as the main collector roadway through the development. The ROW width is proposed at 54 feet in width per the PRD approval with two 14-foot-wide travel lanes, two 5-foot-wide planter strips (includes curb width), two 6-foot-wide sidewalks, each with a 2-foot clear zone behind the sidewalks. Adjacent to the NE Boxwood Street ROW the applicant is proposing two 10-foot-wide landscaping/fencing tracts that will provide separation between the lots and the ROW. Access to the lots adjacent to NE Boxwood Street will be gained from the rear of said lots (not from NE Boxwood Street). These proposed street improvements will meet the requirements of the Camas Design Standards Manual (CDSM).

The applicant shall dedicate land to provide for a minimum of 37' of right of way from the centerline of NE 28<sup>th</sup> Street. Furthermore, the applicant shall provide sufficient land for ROW purposes on NE 28<sup>th</sup> Street that will provide a minimum paved width of 38 feet, which shall include an 11-foot-wide center left turn lane, one 5-foot-wide westbound bike lane on the north side, and two 11-foot-wide travel lanes.

**Findings:** As conditioned, the applicant can or will make adequate provisions for street improvements consistent with the 2012 TIF update and the CDSM.

#### Access Tracts:

The applicant is proposing 15 access tracts throughout this Phase of the Masterplan development that will provide lot access to 41 of the proposed lots. Per CMC 17.19.040 (A) these private access tracts shall meet the private street standards of Table 17.19.040-1. The residents served by these proposed access tracts will be required to place their garbage and recycling cans out on the public street for weekly or bi-weekly pickups due to the lack of an adequate turnarounds at the end of the access tracts proposed. They will also be required have acceptable address monuments and address signs installed at the public right of way prior to issuance of final occupancy permits. Conditions of approval to this effect are warranted.

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

LED Street lighting is proposed to be installed along all street frontages within and adjacent to the proposed development phase or phases at the time of site improvements of said phase or phases.

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 shall be shown on the final landscaping plans along with any required landscaping and/or fencing along the NE Boxwood Street, NE 28<sup>th</sup> half street improvements, overflow parking tracts, stormwater facilities and the proposed entry island on NE Boxwood Street. All proposed 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.

A note shall be included on the final plat that requires the residents served by access tracts will be required to place their garbage and recycling cans out on the public street for weekly or bi-weekly pickups due to the lack of an adequate turnarounds at the end of the access tracts proposed. A note shall also be included on the final plat that requires the same residents to have acceptable address monuments and address signs installed at the public right of way prior to issuance of final occupancy permits.

All proposed landscaping and street tree plantings shall be included with the final engineering plan submittal for the site improvements.

**Conclusion:** Staff finds that with the proposed conditions, 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.

*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 2 are based on the general pod layout for the overall PRD and contain lots from Pods B3, E1-3, and D4-6. 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 2 generally comply with the adopted dimensional standards from the PRD master plan approval. The applicant has provided a table on the preliminary plat that contains the adopted lot standards for this phase. This same table should be placed on the final plat.

There are 50 double frontage lots proposed. As per CMC 17.19.030.D.6, double frontage lots should be avoided unless additional depth and landscaping is provided. Because this is a PRD, which is supposed to be more superior and innovative in design, the applicant has worked with the city in devising a solution to mitigate the double frontage lots regarding visual and functional impacts of those lots. Specifically, the applicant has provided a street section for Boxwood Street (see exhibit 17), that does provide for adequate landscape buffer depth along both sides of

Boxwood Street that abuts the sidewalk and planter strip along the street. The applicant also prepared a series of design standards for the houses situated on double frontage lots (See exhibit 43). The revised road cross section in terms of layout for the planter areas, sidewalk, drive aisles, and fencing are all acceptable to staff, but the lack of planting details will need to be addressed. The intent for a wider landscape area is to visually buffer the double frontage lots from the right of way corridor and to provide some buffering for the abutting lot owner. As such, planting a good mix of broadleaf evergreen shrubs, trees spaced at 30' on center and other ornamental plantings should be provided to provide an effective buffer strip in the landscape tract. Prior to final engineering approval, the applicant shall provide a detailed landscape plan that provides a minimum of five gallon evergreen shrubs that grow to a minimum of 5' tall, planted in-between 2" caliper trees planted 30' on center.

The same cross section for landscaping and the design elements will also apply to the lots along NE 28<sup>th</sup> Street. The three double frontage lots at the eastern most end (40-42) will have the design standards for the units, which are listed in exhibit 43. The design standards shall be placed on the face of the plat as notes, and the landscape plans for the buffering areas shall be provided prior to final engineering approval.

The applicant is providing the appropriate amount of off street parking areas to accommodate for the less than 7,500 square foot lot average per CMC 17.19.040.B.10.c. Building envelopes also meet minimum standards.

**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;*

#### **Findings:**

In June of 2014 the applicant's traffic engineer, Kittelson & Associates, Inc. submitted a Master Plan Transportation Impact Analysis (2014 TIA) for the Green Mountain Mixed Use, PRD Phase 1 and Masterplan approval. The 2014 TIA evaluated the trip generation and distribution associated with the proposed 215 lots associated with Phase 1, which would generate 2,050 daily trips which includes 160 a.m. peak hour trips and 215 p.m. peak hour trips. The 2014 Master Plan TIA also projected the anticipated trip generation at the time of project buildout in the year 2029 at 13,980 daily trips which includes 945 a.m. peak hour trips and 1,365 p.m. peak hour trips.

The 2014 Master Plan TIA recommends that as additional planning pods or other phases of the development are submitted for land use approval that additional evaluation of traffic impacts be conducted to ensure that the area roadways and intersections have adequate capacity and continue to operate at acceptable Levels of Service (LOS).

The applicant's traffic engineer, Kittelson & Associates, Inc. has submitted a Transportation Compliance Letter (TCL), dated November 6, 2016 that identifies the trip generation and distribution associated with proposed Phase 2, which will generate 2,190 daily trips which includes 175 a.m. and 230 p.m. peak hour trips. Kittelson & Associates, Inc. updated their traffic counts in October, 2016.

NE 199<sup>th</sup> Avenue/NE 58<sup>th</sup> Street (SR 500):

The TCL provided an updated assessment as to the potential need for an east bound right turn taper or lane at NE 199<sup>th</sup> Avenue/NE 58<sup>th</sup> Street (SR 500). The critical movement at this intersection is the northbound left turn from NE 199<sup>th</sup> Avenue, west onto NE 58<sup>th</sup> Street (SR 500). Per the TCL this critical movement is projected to satisfy WSDOT standards for Volume-to-Capacity (v/c) ratios and LOS during the weekday a.m. and p.m. peak hours. The intersection is projected to operate at a v/c ratio of 0.46 and LOS C during the a.m. peak hour and v/c ratio of 0.60 and LOS C during the p.m. peak hour. The TCL concludes that the intersection complies with WSDOT's LOS requirement C for non-Highways of Statewide Significance (HSS) in rural areas and recommends additional ongoing evaluation of this offsite intersection with future development proposals.

The TCL also notes that the volume of east bound right turn movements on NE 58<sup>th</sup> Street at NE 199<sup>th</sup> Avenue currently meets the WSDOT guidelines for an east bound right turn taper or lane under existing and future conditions. The TCL notes that this condition existed prior to this development proposal.

Home construction has not yet begun in the previously approved Phase 1 of this Masterplan development and as such the applicant's development has not contributed any east bound right turns at this intersection.

**Findings:** Staff finds that there is no nexus for this developer to provide offsite intersection improvements when there is no impact from the proposed or previously approved phases of this Masterplan development. The applicant shall be conditioned to continue to assess the potential need for providing an east bound right turn taper or lane at this intersection with subsequent development applications.

NE Ingle Road/NE Goodwin Road:

The 2014 Masterplan TIA projected this intersection would not meet the City of Camas intersection operating standards at project buildout and recommended a number of intersection improvements.

Currently, with the Phase 1 improvements that are under construction, the applicant was conditioned to install an east bound left turn lane on NE Goodwin Road at NE Ingle Road. This turn lane will have a minimum vehicle storage length of 100 feet. The applicant will also relocate the stop bar on NE Ingle Road at NE Goodwin Road further to the south in order to enhance the intersection sight distance.

The 2014 Masterplan TIA also found that with the occupancy of the 203<sup>rd</sup> single family home on site the need for a west bound right turn lane on NE Goodwin Road at NE Ingle Road would be triggered. The 2014 Masterplan TIA also recommended the need for ongoing monitoring of the need for the installation of a future traffic signal at this intersection with subsequent development applications.

The Transportation Compliance Letter (TCL), dated November 6, 2016, from the applicant's traffic engineer notes that the previously approved Phase 1 only contained 201 lots and is now recommending that a condition of approval is warranted for the installation of a west bound right turn lane on NE Goodwin Road at NE Ingle Road with a minimum vehicle storage length of 100 feet.

Prior to the City's final acceptance of any Phase 2 Improvements, the applicant shall complete the design and construction of a west bound right turn lane on NE Goodwin Road at NE Ingle Road with a minimum vehicle storage length of 100 feet.

#### NE 192<sup>nd</sup> Avenue/NE 13<sup>th</sup> Street:

The 2014 Master plan TIA projected that this intersection would 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 2014 Master plan TIA indicated that NE 192<sup>nd</sup> Ave is a 5 lane arterial TIF eligible route in the City of Vancouver. In the event that NE 192<sup>nd</sup> is widened to 5 lanes through the intersection of NE 13<sup>th</sup> 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 13<sup>th</sup> Street would also be required. In the event that NE 192<sup>nd</sup> Ave is not widened a northbound right turn lane and a westbound right turn lane would be sufficient to mitigate the 2029 total traffic condition.

As the timing of corridor improvements on NE 192<sup>nd</sup> Ave were unknown the 2014 Master plan TIA made a recommendation that the developer be required to provide proportionate share contributions to the City of Vancouver towards the construction of a northbound right turn lane on NE 192<sup>nd</sup> Avenue and a westbound right turn lane on NE 13<sup>th</sup> Avenue. Details of the proposed proportionate cost sharing methodology were included in Appendix "M" of the 2014 Master plan TIA.

The Transportation Compliance Letter (TCL), dated November 6, 2016, from the applicant's traffic engineer notes that the previously approved 2014 Master plan TIA identified a proposed proportionate cost sharing methodology to fund future construction of a northbound right turn lane and a westbound right turn lane on NE 13<sup>th</sup> Street at NE 192<sup>nd</sup> Avenue. Under that



methodology, each weekday p.m. peak hour trip would be assessed a fee of \$319.00. Based on the Phase 2 trip assignment, Phase 2 adds 103 p.m. peak hour trips to the intersection of NE 192<sup>nd</sup> Avenue/NE 13<sup>th</sup> Street and therefore should be responsible for contributing \$32,857.00 towards future improvements at the intersection. A condition of approval to this effect is warranted.

The applicant shall be conditioned to make the payment based upon this record with the City of Vancouver for proportionate share contributions towards the construction of a northbound right turn lane on NE 192<sup>nd</sup> Ave. and a westbound right turn lane on NE 13<sup>th</sup> Street. The agreement shall specify when proportionate share payments are triggered and the amount of those payments.

**Conclusion:** Staff finds that with the proposed conditions, the applicant can or will make adequate provisions for all impacts related to the traffic impact study.

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

**Finding and Conclusion:** Staff finds that through development of the Conditions, Covenants, and Restrictions (CC & R's) that will govern and regulate the Home Owners Association (HOA) at the time of final platting, will ensure that appropriate provisions for the maintenance of commonly owned private facilities like the stormwater facilities, private parking tracts, entry landscaping, fencing, rear yard and low point area drain lines and easements can or will be made.

*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. Recommendations**

Staff recommends APPROVAL of the preliminary plat of phase 2 for Green Mountain (SUB16-02).

#### **PROPOSED CONDITIONS OF APPROVAL (SUB16-02)**

##### **Engineering:**

1. Stormwater treatment and control facilities shall be designed in accordance with the 2014 Stormwater Management Manual for Western Washington.
2. All construction plans will be prepared in accordance with City of Camas standards. The plans will be prepared by a licensed civil engineer in Washington State and submitted to the City for review and approval.
3. The applicant will be required to purchase all permanent traffic control signs, street name signs, street lighting and traffic control markings and barriers for the improved development in accordance with CMC 17.19.030 (I) & (J).
4. A 3% construction plan review and inspection fee shall be required for this development. The fee will be based on an engineer's estimate or construction bid. The specific estimate will be submitted to the City for review and approval. The fee will be paid prior to the construction plans being signed and released to the applicant. Under no circumstances will the applicant be allowed to begin construction prior to approval of the construction plans.
5. An address monument acceptable to the Fire Marshal shall be placed at each private access tract (fifteen in total) where the access tracts leave the public street. The address monuments shall be placed prior to issuance of final occupancy by the Building Department.
6. A homeowner's association (HOA) will be required for this development. The applicant will be required to furnish a copy of the CC&R's for the development to the City for review and approval. Specifically, the applicant will need to make provisions in the CC&R's for maintenance of the stormwater detention and treatment facilities and any private storm drainage system outside of the city right of way. Additionally, the applicant will need to make provisions for maintenance of all community fencing, landscaping, irrigation, parking areas, retaining walls, access tracts and open space tracts. The applicant shall also make adequate provisions for parking enforcement along the private access tracts acceptable to the Fire Marshal.
7. Any entrance structures or signs proposed or required for this project will be reviewed and approved by the City. All designs will be in accordance with applicable City codes. The maintenance of the entrance structure will be the responsibility of the owners.
8. 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.
9. In the event that any item of archaeological interest is uncovered during the course of a permitted ground disturbing action or activity, all ground disturbing activities shall immediately cease and the applicant shall notify the Public Works Department and DAHP.
10. Final as-built construction drawing submittals shall meet the requirements of the Camas Design Standards Manual.

11. Final landscaping and fencing plans shall be included with the final engineering plans. The plans shall detail planting types, quantities, locations and details along with acceptable fencing plans, irrigation if necessary and installation details.
12. Building permits shall not be issued prior to the city's final acceptance of the improvements.
13. 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.
14. Prior to final approval of infrastructure, construction of the T-7 (24-inch and 18-inch diameter) watermain in NE 28<sup>th</sup> Street and on NE Boxwood Street shall be completed. Additionally, extension of the 12-inch diameter watermain on NE 28<sup>th</sup> Street from the intersection of NE Goodwin Road and NE Ingle Road to NE Boxwood Street shall be completed.
- 15.
16. Final landscaping plans detailing the enhanced landscaping and screening of the detention facilities shall be submitted at the time of final engineering plan review.
17. Stormwater lines serving the site not located within the public right-of-way will shall be placed within private stormwater easements and shall be maintained by the homeowner's association.
18. Prior to final approval of infrastructure, the applicant will be required to connect to the NS-STS Goodwin Road Pump Station through construction of a gravity sewer main in NE 28<sup>th</sup> Street/NE Goodwin Road that flows west to the new pump station located just east of Lacamas Creek. This gravity main shall be sized appropriately to be able to serve all up-stream and downstream areas within and outside of the applicant's project. Additionally, the applicant will be required to construct a system of traditional gravity mains throughout Phase 2 to collect and convey sewer to the main in NE 28<sup>th</sup> Street.
19. The applicant will be restricted to the issuance of 149 total building permits until such time that the NS-STS is constructed by the City and fully operational. Additionally, if the applicant uses the temporary sewer system, prior to final engineering plan approval 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 prior to final infrastructure approval 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.
20. 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.

21. Prior to issuance of final occupancy permits acceptable address monument signs and addresses shall be installed at the public right of way line for all lots served from these access Tracts.
22. Residents served by private access Tracts shall be required to place their garbage, recycling and yard debris containers out on the public street right of way for weekly or bi-weekly pickups due to the lack of adequate turnarounds at the end of said Tracts.
23. The applicant shall be required to re-assess the potential need for installing an east bound right turn taper or lane on NE 58th Street at NE 199th Avenue with subsequent development applications.
24. The engineering plans shall include a detailed landscaping plan for all landscape areas located along double frontage lots. The landscaping strips shall include 2" caliper trees places 30' on center as well as planted in-between with broadleaf evergreen shrubs that can reach heights to provide a functional screen of up to 5'.
25. Prior to the City's final acceptance of any Phase 2 Improvements the applicant shall complete the design and construction of a west bound right turn lane on NE Goodwin Road at NE Ingle Road with a minimum vehicle storage length of 100 feet.
26. The applicant shall be conditioned to make the payment based upon this record 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.

**Planning and Building:**

27. The applicant shall dedicate land to provide for a minimum of 37' of right of way from the centerline of NE 28th Street. Furthermore, the applicant shall provide sufficient land for ROW purposes on NE 28th Street that will provide a minimum paved width of 38 feet, which shall include an 11-foot-wide center left turn lane, one 5-foot-wide westbound bike lane on the north side, and two 11-foot-wide travel lanes.
28. The applicant shall install all appropriate stream and wetland buffer mitigation planting prior to final plat approval.
29. 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, prior to final plat approval.
30. 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. This condition shall be noted on the final plat.
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. 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.

33. 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.
34. All lots 4,000 square feet or less are subject to minor design review and shall be formally submitted to the city.
35. All applicable trail improvements and connections associated with this phase shall be done so according to the approved master plan, and prior to final plat approval.
36. 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.
37. 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 of Archaeology and Historical Preservation. (CMC 16.31.150(D))

#### **Fire:**

38. 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
39. 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
40. 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.
41. 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
42. 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.
43. 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
44. 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.
45. 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
  46. 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.
  47. Underground oil tank removal requires a permit with the fire marshal's office following IFC (International Fire Code) 3404.2.14
  48. Any existing structures that are scheduled to be torn down may be considered for fire department training.
  49. 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
  50. Any gates serving two or more homes is required to follow the gate code CMC 12.36
  51. Gated access to two or more homes is required to have Low Flow Life Safety Residential Fire Sprinklers installed CMC 12.36.040.J
  52. 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.
  53. Currently fire Impact Fees of .20 cents per square foot are waived when Low Flow Life Safety Residential Fire Sprinklers are installed.
  54. Currently 13D Permit fees are waived when Low Flow Life Safety Residential Fire Sprinklers are installed. However, permit submittals are still required.
  55. 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.
  56. 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.
  57. Automatic fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings. IFC B 105, CMC 17.19
  58. Onsite fire hydrants required contact fire department for locations. IFC Appendix C Sec. C 105
  59. 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
  60. Contact the building department for street names and addresses. CMC 17.19.040 (b) (7) Ord. 2421
  61. 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
  62. 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



63. 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
64. 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)
65. 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.
66. A separate permit with the Fire Marshal's office required for any blasting performed on site. IFC 105.6.15, CMC 1540
67. 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.
68. Street signs to include hundred block designations.

**Plat Notes:**

1. A homeowner's 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.
7. Prior to the Building Department issuing a Certificate of Occupancy, each lot abutting a critical area tract shall have a continuous 6' barrier fence installed along the appropriate property boundary line.
8. The following architectural design standards shall be placed on the face of the plat:
  - A. Minimums required on each rear façade along Boxwood and NE 28<sup>th</sup> Street.

1. Minimum 4-Inch-wide exterior window trim.
2. Minimum of two exterior siding materials from List C
- B. At least one of the following options required on each rear façade along Boxwood:
  1. Dormers
  2. Bay windows
  3. Provide one offset in the wall plane facing Boxwood with a minimum 3 foot offset.
  4. A minimum of three planes on the roof
  5. French doors or similar decorative door type
  6. Covered deck/porch with roofing material matching the residential structure roof
  7. Gables
  8. Window Shutters
  9. Changes in a combination of texture, pattern or color of a single material

C. Siding Materials (In general, materials should change on horizontal planes, not vertical planes)

1. Horizontal lap siding, including simulated horizontal lap siding where the boards in the pattern are 6 inches or less in width
2. Vertical cedar siding
3. Beveled siding
4. Scales/Shingles
5. Belly Band
6. Wainscoting
7. Stucco
8. Brick
9. Stone
10. Scored masonry