

From: Kurt Stonex [<mailto:kurt@olsonengr.com>]

Sent: Friday, October 20, 2017 1:58 PM

To: Robert Maul <RMaul@cityofcamas.us>

Cc: Steve C. Morasch <stevem@landerholm.com>; David Lugliani <david.apc@me.com>; Melanie Poe <melanie@torvale.com>; Peter Capell <PCapell@cityofcamas.us>; Gayle Gerke <gayleg@olsonengr.com>; Rich Prouse <richp@olsonengr.com>; Jeff Englund <JEnglund@cityofcamas.us>; Steve Wall <SWall@cityofcamas.us>; Curleigh (Jim) Carothers <jcarothers@cityofcamas.us>

Subject: McIntosh Frontage and Concept layout on Dawson parcel to east

Robert,

This is to follow up on the meeting that was held on Oct. 2 at the library.

I've been in discussions with Curleigh and Jeff regarding the potential frontage improvements for McIntosh for the past couple of weeks. Our takeaway from the meeting was to maximize the improvement considering multi-modal uses while avoiding the stream on the south side of the road. Our goal was to provide two travel lanes and bike lanes if possible. Unfortunately there isn't enough room to do this in the roadway section. The pinch point is in the vicinity of the Vinca Lane intersection. See the attached picture. There is room for approximately 28' of improvement. Assuming a 1' shoulder and .5' curb, the paved width would approximate 26'. In my last meeting with Curleigh and Jeff we discussed placing a bike lane on the south side of the road. There is an existing sidewalk with a planter strip on the north side. The planter strip could be paved and bikes on the north side of McIntosh could be directed onto the sidewalk. The sidewalk would then become a 7-8' shared pedestrian/bike facility. Pedestrians wishing to travel along McIntosh would utilize the north side of the road. If desired they could walk along the proposed trail through the Dawson subdivision. The paved road way width would accommodate a 4' bike lane on the south side with two – 11' travel lanes. Attached is plan showing the proposed frontage improvement along McIntosh. Neither Curleigh or Jeff have seen this version yet so may want to provide comment.

We've provided a left turn lane at the intersection with Brady as discussed. We were asked to investigate the possibility of a pedestrian refuge for the crossing. Unfortunately this won't fit and allow appropriate tapers for the turn lane or a desired intersection alignment.

We also discussed the trail surface through the project. The trail is proposed to function for equestrian and pedestrian use and passes through critical areas. Given that bikes and pedestrians can be accommodated along McIntosh and the critical areas the applicant would prefer to maintain the trail as a soft path.

There was also discussion about the intersection spacing for the potential road stub to the east in the interior of the subdivision in regards to the 300' standard. I've attached the previously submitted road exception regarding this. I've also attached a concept layout for the Dawson parcel to the east. The potential intersection was placed to allow a road to be extended east between the offsite wetlands and allow lots to be accessed on both sides of the road. Essentially a standard double loaded road similar to many other projects in Camas. There are two examples of this on the north side of McIntosh that are depicted on the attached frontage improvement plan, Hidden Leaf and Brady Woods.

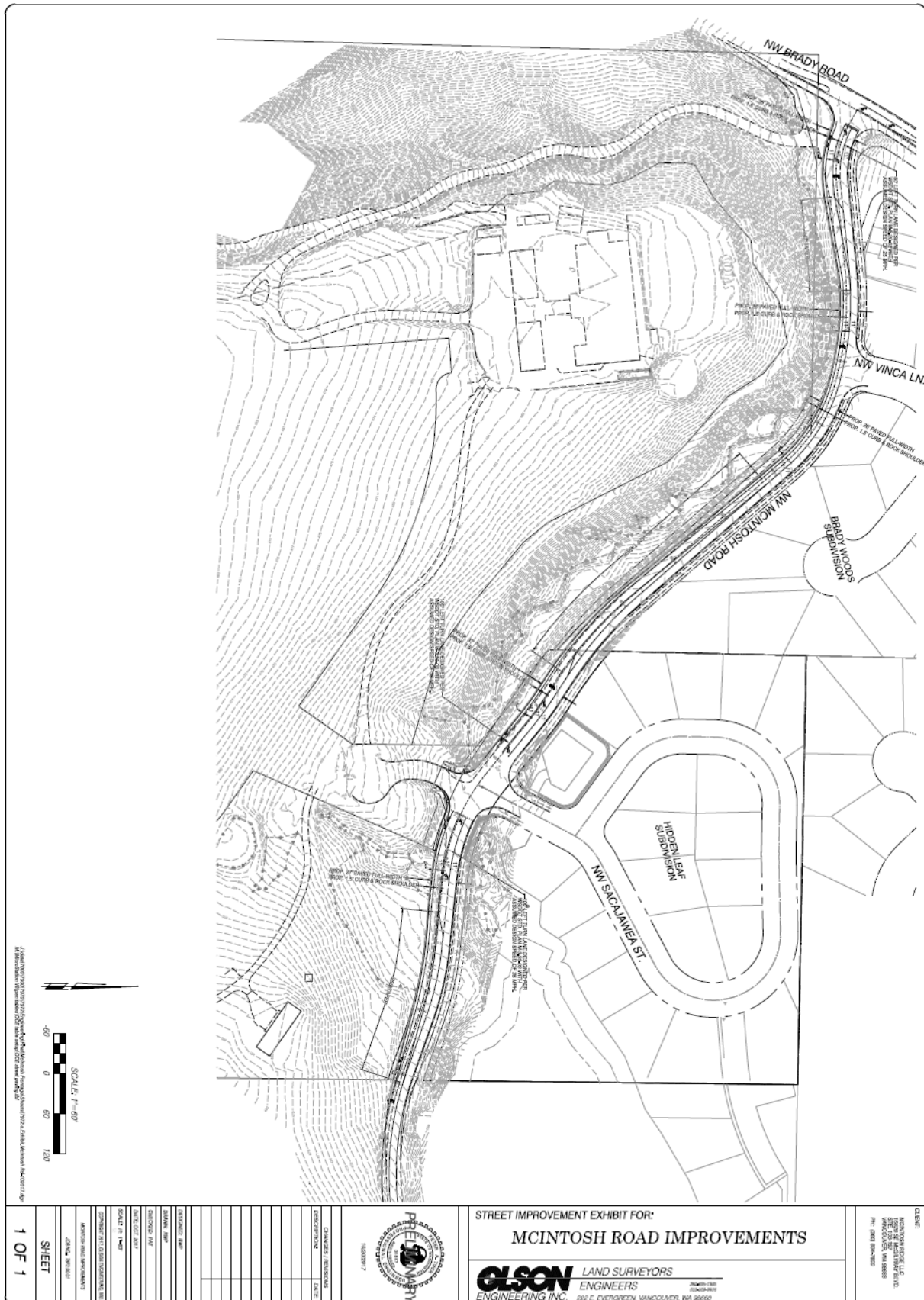
I believe this addresses the open issues from the meeting. Please contact Steve or I if you have any questions or need further input or information regarding these items.

Thanks,

Kurt Stonex, PE, PLS

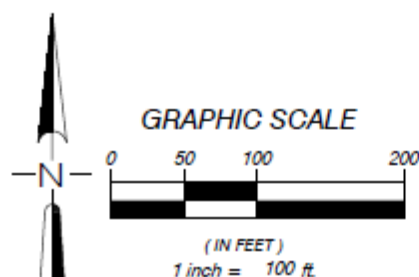
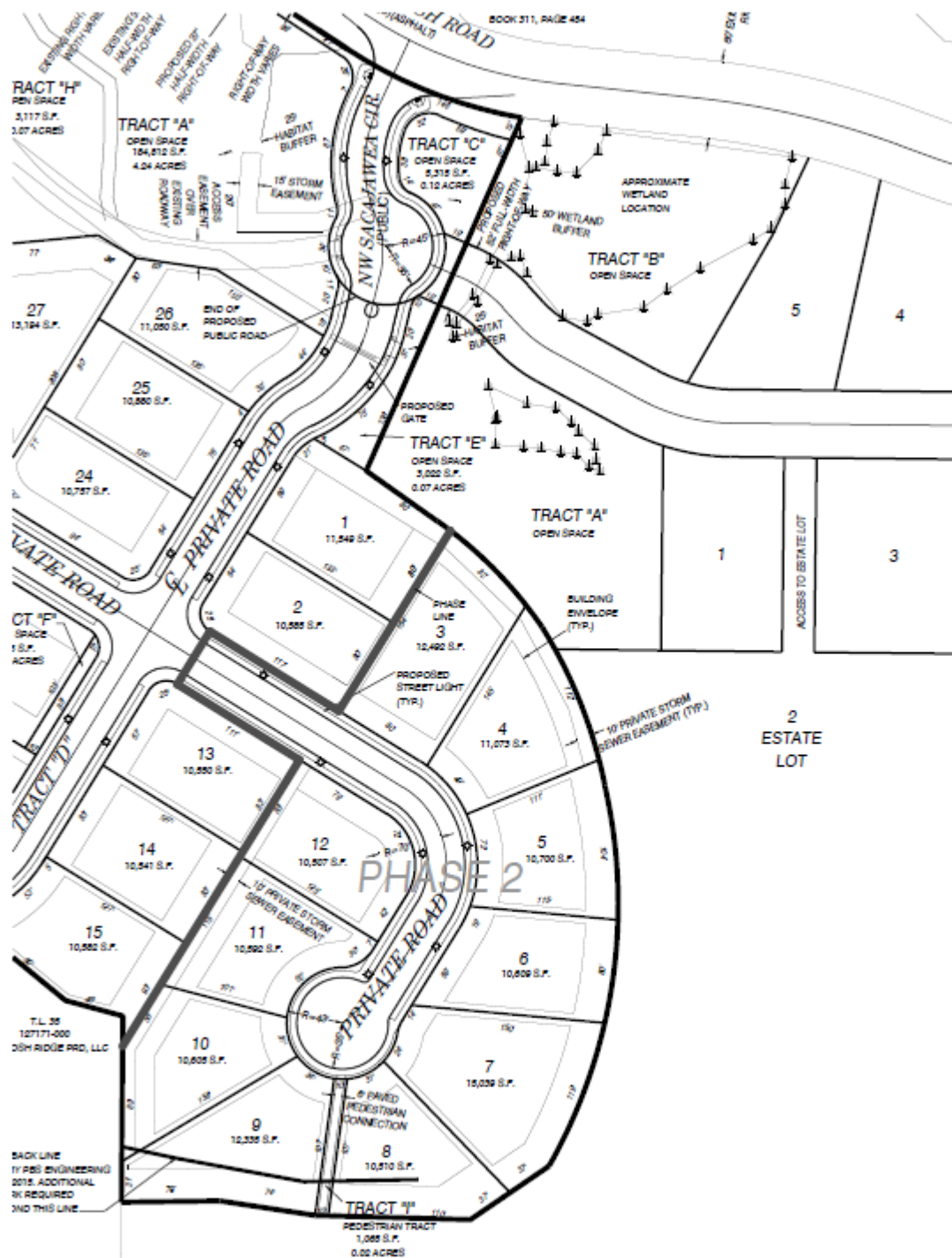
Principal, Olson Engineering, Inc.

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CONCEPTUAL LOT LAYOUT FOR:
DAWSON PROPERTY




LANDERHOLM

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August 9, 2017

Ms. Sarah Fox
 City of Camas Community Development
 616 NE Fourth Avenue
 Camas, WA 98607

Re: Dawson's Ridge Subdivision Exception Request for Arterial Setback

Dear Ms. Fox:

We represent the applicant and are submitting this request for an exception to the arterial setback standard for the record.

The proposed Dawson's Ridge subdivision has frontage and primary access from NW McIntosh Road which is classified as a 3 Lane Arterial according to the 2016 Camas Transportation Comprehensive Plan map. The minimum intersection setback requirement for an arterial is 300 feet according to the General Guidelines for Geometry of Roadways within the Camas Design Standards. The applicant, McIntosh Ridge PRD, LLC, is requesting an exception to the minimum intersection setback requirements to allow a setback of approximately 165 feet in order to dedicate right-of-way for a future public road extension to Parcel# 986028-088 to the east.

Per Camas Municipal Code (CMC) 17.23.01A, an exception shall not be granted unless:

- a. There are special physical circumstances or conditions affecting the property, such that the strict application of the provisions of this code would deprive the applicant of the reasonable use or development of the applicant's land.
- b. The exception is necessary to insure such property rights and privileges as are enjoyed by other properties in the vicinity and under similar circumstances; and
- c. The granting of the exception will not be detrimental to the public welfare or injurious to other property in the vicinity.

In this case, there are special physical circumstances and conditions that affect the property and the adjacent property to the east. Those circumstances include topography, wetlands, riparian conservation areas, steep slopes and previous ownership and development patterns, each of which are discussed below.

Both the subject property and the adjacent property are constrained by wetlands and riparian conservation areas along NW McIntosh Road at the northerly end of each property. The adjacent property also has a smaller second wetland near the northwest corner just south of the existing driveway that runs between the two wetlands.

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