

## **Green Mountain PRD Phase 3 Preliminary Narrative**

### **Existing Conditions**

The project site is located near 4601 NE Ingle Road, Camas, Washington. The property is further described as a portion of Tax Lot 39 (assessor's tax parcel 171727-000), Tax Lot 16 (assessor's tax parcel 171704-000) and Tax Lot 8 (assessor's tax parcel 172341-000) located in the NE ¼ of Section 20, Township 2 North, Range 3, SW/SE ¼ of Section 17, Township 2 North, Range 3 East of the Willamette Meridian, Clark County, Washington.

The site is mostly undeveloped, except for a Bonneville Power Administration (BPA) easement that borders the north property line and runs diagonally across the site. There is also an existing Clark Public Utilities well and easement that serves the Mountain Glen Subdivision to the north. An old abandoned well was found within one of the on-site isolated wetlands. The zoning on all the project parcels is R-10. However, Phase 3 is to be developed pursuant to the Green Mountain Mixed Use Planned Residential Development (PRD) Preliminary and Final Master Plan approvals, SUB14-02. Phase 1 (SUB14-02) has been approved with construction underway and Phase 2 (SUB16-02) has been approved.

Phase 3 includes approximately 115 acres, according to Clark County GIS. Adjacent property uses include single-family housing on land zoned R-10 and FR-40 to the north, single-family housing and farm/agricultural uses exist on property zoned R-15 and CC to the west (across NE Ingle Road), undeveloped Clark County Legacy Lands, zoned FR-40, to the east and the approved Phase 1 of Green Mountain Mixed Use PRD is located to the south.

### **Project Background**

The Green Mountain property was annexed into the City of Camas in 2008. In December of 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 approval and DA, Green Mountain Land, LLC, applied for a PRD and Preliminary Plat approvals for Phases 1 and 2.

The PRD and Phase 1 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, regarding sewer and water service for the project, was recorded in February 2016. The Phase 2 Final Decision was approved with conditions in June 2017.

### **Proposed Project**

The Applicant, Green Mountain Land, LLC, is now requesting preliminary plat approval for the Phase 3 portion of the Green Mountain PRD. Phase 3 consists of approximately 159 single-family residential lots. Please refer to the Preliminary Plat and Final Master Plan for more information.

The applicant plans to construct the project in seven sub-phases. Construction of the first phase of the project will likely occur upon approval of all applicable land use reviews and permits. The numbering of

the proposed sub-phases shown on the Preliminary Plat does not necessarily represent the order that development will be constructed. Each sub-phase will supply the required utilities and services to residences.

The existing Clark Public Utilities (CPU) well on the site will be abandoned as part of the development. The well was developed and installed to serve the Mountain Glen Subdivision, located to the north of the project site. The City of Camas and CPU are in discussions regarding the procedure for abandoning the well, which includes connecting the residents of the Mountain Glen subdivision to City of Camas water with the development of this project.

Two of the existing wetlands (Wetlands C and B) will be protected and any impacts to those wetlands or their associated buffers will be mitigated, meeting City of Camas code and the requirements of other regulating agencies. Wetland A is an approximately 1,300 square-foot Category IV wetland. Wetlands of this size are expressly exempt from regulation by the City of Camas code. There is a wetland fill permit application currently under review at the Department of Ecology (Ecology) for Wetland A.

Residents will access Phase 3 from N.E. Ingle Road, via Public Road A. Public Road A will need to cross an adjacent parcel (#171730-000) and a BPA Easement. The access road right-of-way that crosses parcel #171730-000 will be dedicated to the City and an agreement has been negotiated with the parcel owners. An application for the use of BPA right-of-way has been submitted and is currently under review.

A portion of the regional trail, as required in the approved PRD and DA, will be constructed as part of the project through the open space areas and BPA easement.

## **Permit Approvals Requested**

The Applicant is requesting approval of the following applications:

- Preliminary Subdivision
- Critical Areas related to:
  - Wetlands
  - Biodiversity area
  - Wildlife Habitat
  - Steep Slopes

## **Project Compliance**

Development of Green Mountain PRD Phase 3 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 as proposed, but the water system will require a booster pump when serving lots above 370-feet in elevation, as described in the Phase 1 findings.

The existing Clark Public Utilities (CPU) well, that serves the Mountain Glen Subdivision to the north of the site, will be abandoned as part of the development. The City of Camas and CPU are in discussions regarding the procedure for abandoning the well, which includes connecting the residents of the Mountain Glen subdivision to City of Camas water with the development of this project. Ecological Land Services (ELS) found what appears to be an abandoned well within Wetland A. If abandonment has not already happened, the applicant will follow Clark County Public Health procedure to properly decommission the well, if allowed under the applicable critical area regulations.

### **Sanitary Sewer**

The existing 10" sanitary sewer main will be extended northwest along NE Ingle Road from Green Mountain Phase 1 to serve the site. New 8" sanitary gravity mains will be constructed within the Phase 3 site, routed to the west, and connected to the sanitary sewer main constructed in NE Ingle Road. Laterals will be provided from each proposed lot to the new sanitary main in order to provide sanitary sewer service for each lot.

### **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 by a wetpond stormwater facility located at the west end of the site adjacent to NE Ingle Road. A "Large" wetpond will be utilized in order to meet City of Camas phosphorus control requirements for developments within the Lacamas watershed. Additional bioretention cell facilities may also be utilized for treatment if necessary. All stormwater from the stormwater facility is to be treated, detained, and released to the existing culverts in NE Ingle Road. Stormwater is ultimately discharged through the existing culverts to the field located west of NE Ingle Road.

## **Environment – Title 16**

### **SEPA – CMC 16.01-16.21**

A State Environment Policy Act (SEPA) checklist 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 3 impacts has been filed with this application.

### **Archaeological Resource Preservation – CMC 16.31**

The Applicant submitted a Cultural Resources Investigation Report with the initial Green Mountain Mixed Use PRD submittal that was done by Archaeological Services, LLC, dated December 17, 2014. One isolate find was within the Phase 3 area during the archaeological investigation. The report finds that no further work or consultation is recommended in regard to this site. The Cultural Resources report was submitted to the Department of Archeology and Historic Preservation (DAHP), as well as local Native American Tribes. The Applicant will comply with any applicable DAHP regulations prior to construction.

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

The proposed development will not interfere with any views from adjacent properties of the Columbia or Washougal Rivers or Mt. Hood.. The Green Mountain Phase 3 Preliminary Plat preserves and enhances approximately 75 acres of wetland, wetland buffers and open space.

A detailed Cultural Resources Report was provided as part of the initial Master Plan and PRD Application. One isolate find was within the Phase 3 area during the archaeological investigation. The report finds that no further work or consultation is recommended in regard to this site. 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.

### **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 (lots 16-18, lots 26-31, and lots 109-112) 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 (ELS) 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 is one Category IV and two Category III wetlands located within the Phase 3 project area (wetlands A, B, and C). Wetland A is an approximately 1,300 square-foot Category IV wetland. This wetland is exempt from regulation under the City of Camas's code. There is a wetland fill permit application currently under review at Ecology for the Category 4 isolated wetland (Wetland A). The Applicant proposes to utilize wetland buffer averaging and enhancement allowed under CMC 16.53.050. Refer to the Wetland Buffer Mitigation Plan, Critical Areas

Report and Bank Use Plan, dated September 27, 2017 as prepared by Ecological Land Services, Inc. for more information.

### **Critical Aquifer Recharge Area - CMC 16.55**

A portion of the site is within a CARA Category 1 recharge area. The report found that site development “will result in limited potential for environmental contamination or degradation of groundwater and will not adversely affect the recharging of the aquifer.” Please refer to the Critical Aquifer Recharge Area Level 1 Site Evaluation Report by Columbia West Engineering, Inc, dated May 31, 2017 included with this submittal.

### **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 3 project area has severe erosion hazard areas. There is a 35-foot geotechnical setback recommendation found within the Geotechnical Site Investigation Report, any development beyond this line will require additional study. This setback runs along lots 41-44, lots 50-53, and lots 66-81. Please refer to the Geotechnical Site Investigation Report, as prepared by Columbia West Engineering, Inc., dated September 28, 2017, for more information.

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

The Critical Areas Report, done by Ecological Land Services, refers to a tree survey done by WRG and included in the DA approval. The WRG study found a total of 14 Oregon White Oak trees in the Phase 3 project area. Five of those trees will be preserved, based upon the preliminary design. The Critical Areas Report goes on to summarize that the DA provisions covering Oregon White Oak mitigation were satisfied by the advanced mitigation installed during Spring 2016 in the Phase 2 project area; that any Phase 3 Oregon White Oak impacts have been addressed with the mitigation installed in Green Mountain PRD Phase 2.

For more details, see the Critical Areas Report: Wetlands and Fish & Wildlife Habitat Conservation Areas for Green Mountain PRD Phase 3, by Ecological Land Services, dated September 27, 2017.

## **Land Development – Title 17**

### **Dedications – CMC 17.01.040**

There are proposed dedications associated with this development. Approximately 7-feet of right-of-way along NE Ingle Road will be dedicated adjacent to Green Mountain Land property 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 3. 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 3 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 3 will provide the necessary trail connections through the Phase 3 Project Area, following the City's Trail Master Plan and the approved PRD Master Plan. A trail is provided along the existing BPA easement and passes through Wetland B, utilizing an old existing road bed. Approximately 74 acres of the site around the base of Green Mountain, BPA Easement and area adjacent to the wetlands and wetland buffers have been set aside for open space.

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. Ingle Road is identified as a collector and has an existing full-width right-of-way of 60-foot and a full paved width of 36-feet. The Applicant is proposing dedicating 7-foot of right-of-way for an ultimate half-width right-of-way of 37-feet, half-width pavement of 23-feet, a 6-foot planting strip, a 6-foot sidewalk and 1-foot 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. To minimize grading, the applicant will use a combination of Public and Private Roads and retaining walls, due to the restrictions of the steep slopes.

All public internal streets are proposed as 2 lane local streets which includes a 52-foot full-width right-of-way, 28-foot full-width pavement, 5-foot planting strip both sides and 5-foot sidewalk both sides. Refer to the Preliminary Plat for more information. Private Roads will range from a proposed 48-foot full-width right-of-way to a 30-foot full-width right-of-way on the cul-de-sacs. Please refer to Preliminary Plat for more information.

Street lighting is being proposed along all public and private streets. Street trees are being proposed along public streets, as well as private streets where appropriate.

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. Ingle Road is identified as a collector and has an existing full-width right-of-way of 60-feet and 36-feet full-width paved. The Applicant is proposing dedicating 7-foot of right-of-way for an ultimate half-width right-of-way of 37-feet, half-width pavement of 23-foot, a 6-foot planting strip, a 6-foot sidewalk and 1-foot clear space with this application.

There are proposed easements for sanitary sewer and storm water. 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.

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. Sight distance at The access road and shared driveway comply with the City's site distance standards. Please see the sight distance exhibit included in the Transportation Compliance Letter, as prepared by Kittelson and Associates, Inc., dated October 5, 2017, for more information.

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

With the development of Phase 3, there are three intersections which are identified as needing modifications.

- *N.E. 199<sup>th</sup> Avenue/N.E. 58<sup>th</sup> Street (SR 500);* the Applicant proposes to use proportionate share impact methodology, in cooperation with Clark County and Washington State Department of Transportation (WSDOT) to construct a single lane roundabout.
  - Proportionate share payment amount: would be determined with the help of Clark County and WSDOT.
- *N.E. Ingle Road/N.E. Goodwin Road;* the additional trips generated by Phase 3 will require adding signalization at this intersection.
- *N.E. 192<sup>nd</sup> Avenue/NE 13<sup>th</sup> Street;* the additional trips generated by Phase 3 will trigger proportionate share payments for this intersection's improvement. .
  - Based upon provisions of the DA, the applicant's Proportionate share payment for this intersection is \$22,968

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 October 5, 2017, 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 facility, Tract 'B', will be owned and maintained by the Home Owner's Association (HOA). The private roads



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. These documents will be submitted to the City during the final engineering and final plat processes.

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 items listed in section 9(a) above were taken into consideration by the applicant, as part of the design phase of this project.

The proposed development has set aside open space tracts at the base of Green Mountain, along the north side of the property, throughout the BPA Easement, and along the western slopes above NE Ingle Road.

A network of sidewalks is being proposed throughout the development, including trails through two of the open space/critical area tracts, for pedestrian circulation and recreational purposes. All on-site streets have been designed either as provided for in the previous DA and PRD approvals or to the City of Camas standards to provide for safe vehicular circulation to and from the proposed lots. Phase 3 has a total of 119 lots with average lot sizes less than 7400 square feet therefore, as stated in CMC 17.19.040 (B)(10)(e), an additional 24 off-street parking spaces are required. This results in a total of 25 off-street parking spaces to be provided within tracts H, I, O, Q, and T. Please refer to the Green Mountain PRD Phase 3 Preliminary Plats, included with this application, for additional information.

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

It is the Evergreen School District's bus policy to provide transportation for elementary students who live more than ½ radius mile from school and for secondary students who live more than 1 radius mile away. Since all the schools are further from Green Mountain than the mileage standard, all the students will be bussed.

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

The proposed project will serve the public use and interest by constructing portions of the Regional Trail, the T-29, the neighborhood trails and the public street network. The trail system will be expanded through Phase 3, following the trail material and width standards set forth in the approved Green Mountain PRD.

The project will also construct transportation infrastructure that will have capacity in excess of that needed for the project. N.E. Ingle Road is identified as a collector and has an existing 60-foot full-width right-of-way and full paved width of 36-feet. The Applicant is proposing dedicating 7-foot of right-of-way for an ultimate half-width right-of-way of 37-feet, half-width pavement of 23-foot, a 6-foot planting strip, a 6-foot sidewalk and 1-foot clear space with this application. The wider road and inclusion of sidewalks along a collector will create a safer roadway for the public.

This project will provide housing within the Urban Growth Boundary as contemplated by the City's Comprehensive Plan, thus reducing the need to develop rural farm and open space areas.

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 Capital Facilities Plan and the Park, Recreation and Open Space Plan. The proposed project also meets or exceeds all applicable state and local environmental regulations 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's biologists have identified all critical areas located on the proposed development site. The technical reports identified

below, depict the location of the critical areas, the critical areas that are impacted by the project, the applicable critical area regulations and demonstrate how this application complies with those regulations through avoidance, mitigation or other code appropriate measures. These reports include the Critical Areas Report: Wetlands and Fish & Wildlife Habitat Conservation Areas for Green Mountain PRD Phase 3, dated September 28, 2017; the Preliminary Wetland Buffer Mitigation Plan for Green Mountain PRD Phase 3, dated September 25, 2017 and the Bank Use Plan for Green Mountain PRD Phase 3, dated September 25, 2017, all prepared by Ecological Land Services, Inc. For Geologic Critical Areas, refer to the Geotechnical Critical Areas Report, dated September 28, 2017 and the Critical Aquifer Recharge Area Level 1 Site Evaluation Report, dated May 31, 2017, as prepared by Columbia West Engineering, Inc., which have been submitted with this application.

*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.*

To meet the tree retention requirements regulated by the City of Camas, a tree survey was performed and a Tree Preservation Plan was prepared for the entire Green Mountain Mixed Use PRD project site. An inventory of the onsite tree habitat was tabulated and provided to the City of Camas as part of the original Green Mountain DA.

The City of Camas tree ordinance (CMC 18.31.080) requirements were addressed with the approved DA (A.F. #5134733 AGR, Section 5.4 and Exhibit E). Exhibit E shows the entire Green Mountain PRD plan portioned into different zones (A-E). Each zone lists a percentage of trees required to be preserved within that zone. Phase 3 is almost entirely within Zone E (39%), and a small portion of the developed site extends into Zone D (67%).

The applicant overlaid the approximate boundaries for Zone D and E on the preliminary layout, and then counted the trees that were to be removed. The following calculations were then made with the information generated by the WRG Tree Survey and the information found in the DA’s Exhibit E.

Exhibit E (for Zones D and E only)

Zone	Total Trees	Trees Preserved	% of Trees Preserved (Required/Proposed)
Zone D	3,524	2,796	67%/79%
Zone E	4,040	2,422	39%/60%

Please refer to the attached Tree Preservation Plan exhibit included in this submittal and the approved DA (Exhibit E) for more details.

*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 blocks with two tiers of lots except for those lots abutting the BPA easement, wetlands or impeded by steep slopes.

*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-40 to the north, FR-40 to the east, Phase 1 Green Mountain PRD to the south, and single-family housing and farm/agricultural on property zoned R-15 and CC to the west (across NE Ingle Road). The BPA easement provides greater than 140-feet of buffer between the lots in the Mountain Glen subdivision to the north. Open space and topography provides a buffer to the undeveloped Clark County land to the east; just two of the lots are located approximately 90-feet from the eastern boundary. Slope and open space also buffer the western boundary; only one lot comes within 30-feet of N.E. Ingle. On average, the distances between development and the property to the east and west range from 375-feet to over a thousand feet and up to almost 200-feet of elevation change. As those distances far exceed the PRD or City of Camas standards for buffering, no physical buffering is provided for 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.*

The applicant has stubbed the public road to the north in the only geographically feasible location in order to create potential future cross circulation with the adjoining properties to the north. This proposed road extension is consistent with the City's cross-circulation requirements. Steep slopes and/or critical areas elsewhere on the site preclude providing further points of connection to the adjoining properties. Until the connecting road is extended through the FR-40 land to the north, the residents will use a temporary cul-de-sac.

Access to the site is located at the only position where drivers can attain appropriate vision clearance when entering/exiting NE Ingle Road and have suitable slopes for the roadway to enter the site

N.E. Ingle Road is identified as a collector and has an existing 60-foot full-width right-of-way and full paved width of 36-feet. The Applicant is proposing dedicating 7-foot of right-of-way for an ultimate half-width right-of-way of 37-feet, half-width pavement of 23-foot, a 6-foot planting strip, a 6-foot sidewalk and 1-foot 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);*

All proposed single-family residential lots will have access onto a public or approved private road.

- 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 Phase 3 lots comply with the requirements of the approved Green Mountain Mixed Use PRD. 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;*

There is no property zoned for commercial or industrial use within the Phase 3 project area. Therefore, this criterion does not apply.

*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 3 with a 4-6 foot wide paved or gravel trail (depending on the average trail grade) that utilizes existing, but currently un-used logging roads and passes through the BPA easement and open space. Combining the public street network and the trail system, the applicant satisfies both the City Trail Master Plan and the approved Green Mountain Master Plan.

#### *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 will provide one tree per lot within the right-of-way planting strip. Street trees 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.*

The City of Camas tree ordinance (CMC 18.31.080) requirements were addressed with the approved DA (A.F. #5134733 AGR, Section 5.4 and Exhibit E). As part of the Master Plan approval of the Green Mountain PRD, a tree survey was performed for the entire project site and a Tree Preservation Plan was developed/approved to meet the tree retention requirements regulated by the City of Camas.

Exhibit E shows the entire Green Mountain PRD plan portioned into different zones (A-E). Each zone lists a percentage of trees to be preserved within that zone. Phase 3 is almost entirely within Zone E (39%), and a small portion of the developed site extends into Zone D (67%).

The applicant overlaid the approximate boundaries for Zone D and E on the preliminary layout, and then counted the trees that were to be removed. The following calculations were then made with the information generated by the WRG Tree Survey and the information found in the DA's Exhibit E.

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Zone	Total Trees	Trees Preserved	% of Trees Preserved (Required/Proposed)
Zone D	3,524	2,796	67%/79%
Zone E	4,040	2,422	39%/60%

Please refer to the attached Tree Preservation Plan exhibit included in this submittal and the approved DA (Exhibit E) for more details.

*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 prior to final plat approval (unless bonded).*

The Applicant understands that any street trees required on site will be the financial responsibility of the Applicant and will need to be installed prior to final plat approval, unless the applicant provides a financial bond for the trees.

*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.*

The stormwater facility 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 along NE Ingle Road; 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 are needed/required for the design will be addressed at the time of final engineering and final plat 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 are needed/required for the design will be addressed at the time of final engineering and final plat 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.

The applicant has stubbed the public road to the north, the only geographically feasible connection to the adjoining properties. Steep slopes and critical areas preclude providing further points of connection.

Access to the site is located at the only position where drivers can attain appropriate vision clearance when entering/exiting NE Ingle Road and have suitable slopes for the roadway that extends onto the site.

All internal streets have been designed in accordance with the City of Camas designated street categories and the approved Green Mountain Mixed Use PRD and DA. The public streets are proposed as two lane local/sprinklered (Camas Standard Detail ST3). The private streets are designed to either Private Street B (Camas Standard Detail PVT2) or Private Street D (Camas Standard Detail PVT4). They 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 Plat for more information.

#### **Infrastructure Standards – CMC 17.19.040 (B)(10)(e)**

Phase 3 has a total of 119 lots with average lot sizes less than 7400 square feet therefore; an additional 24 off-street parking spaces are required. A total of 25 off-street parking spaces are proposed to be provided within tracts H, I, O, and Q. Please refer to the Green Mountain PRD Phase 3 Preliminary Plat, included with this application, for additional information.



### **Street – CMC 17.19.040 (B)**

The public roads in Phase 3 include a 52-foot full-width right-of-way, 28-foot full-width paved, 2-foot clear space, 5-foot sidewalk, and 5-foot planting strip. The remaining roads are proposed as private and will follow City of Camas private road standards for Private Road B (30-foot full-width right-of-way, 20.5-foot full-width paved, 5-foot sidewalk, and 4.5-foot planting strip) and Private Road D (48-foot full-width right-of-way, 28-foot full-width paved, and 5-foot sidewalk/5-foot planting strip on both sides).

N.E. Ingle Road is identified as a collector and has an existing 60-foot full-width right-of-way of and full paved width of 36-feet. The Applicant is proposing dedicating 7-foot of right-of-way for an ultimate half-width right-of-way of 37-feet, half-width pavement of 23-foot, a 6-foot planting strip, a 6-foot sidewalk and 1-foot 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 3 Subdivision. It may be determined that additional easements are required during final design.

The stormwater from Phase 3 of this project is to be routed to a wetpond treatment and detention facility located at the west end of the site adjacent to NE Ingle Road. A "Large" wetpond will be utilized in order to meet City of Camas phosphorus control requirements for developments within the LaCamas watershed. Additional bioretention cell treatment facilities may be utilized if necessary. All stormwater from the stormwater facility is to be treated, detained, and released to the existing culverts in NE Ingle Road. Stormwater is ultimately discharged through the existing culverts to the field located west of NE Ingle Road. Refer to the Preliminary Plat, Utility Plan, and Grading Plan, which have been submitted with this application.

This project will require connection to the existing potable water system owned by the City of Camas. In order to provide public water service for the proposed Green Mountain Phase 3 development, a new 18-inch water main will be connected to the existing stub at Green Mountain Phase 1 and routed to the northwest along NE Ingle Road to the Phase 3 entrance road. New 8-inch mains will be extended through the proposed Phase 3 development from the main in NE Ingle Road and looped where feasible. Water services and fire hydrants will be provided from the new mains to provide water service and fire protection to the proposed Phase 3 lots. The City has sufficient water capacity to serve this project as proposed, but the water system will require a booster pump when serving lots above 370-feet in elevation, as described in the Preliminary Approval of Green Mountain PRD Phase 1 findings.

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 Mountain Phase 3 development, a new 10-inch sanitary sewer main will be connected to the existing stub at Green Mountain Phase 1 and routed to the northwest along NE Ingle Road to the Phase 3 entrance road. New 8-inch sanitary gravity mains will be constructed within the Phase 3 site, routed to the west, and connected to the sanitary sewer main constructed in NE Ingle Road. Laterals will be provided from each proposed lot to the new sanitary main in order to provide sanitary sewer service for each lot.

## **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)**

There is an existing storm pond located on the N.E. Ingle Road frontage. The Applicant is requesting an exception to the required 30-foot setback of the stormwater facility from the N.E. Ingle Road right-of-way. The Applicant is requesting that be reduced to 15-feet along N.E. Ingle Road. The existing storm pond that serves the Mountain Glen Subdivision to the north will now also serve the Phase 3 area, requiring a larger pond and more space. While the pond has expanded to the north, topography to the east keeps the pond from being able to move further away from the road.

The proposed 15-foot distance will actually increase the current distance of the existing stormwater pond edge to N.E. Ingle Road. The applicant is also proposing to heavily landscape the facility with lower story vegetation and evergreen trees. Drawings depicting the locations of the landscape buffers are provided with this application. The landscape buffering will provide a greater buffer or shielding benefit similar to 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 Mixed-Use 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**

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 E, F and G pods. The proposed development complies with the density and dimensional requirements of these tables.

Pod	Max dwelling units/Acre (PRD Standard)	Dwelling units/Acre Provided
Pod E	7.2 dwelling units/acre	1.48 dwelling units/acre
Pod F	5.8 dwelling units/acre	4.4 dwelling units/ acre
Pod G	2.1 dwelling units/acre	0.5 dwelling units/ acre

### **Parking - CMC 18.11**

According to Table 18.11-1, of CMC 18.11.130, the proposed development is required to provide two parking spaces per unit. Two parking spaces will be provided per unit in the garage and/or driveway. A total of 25 off-street parking spaces are proposed to be provided within tracts H, I, O, and Q, exceeding 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 and street tree landscaping has been provided, meeting the requirements of this chapter. It should be noted that trees are not proposed within the BPA easement due to tree height restrictions.

### **Signs – CMC 18.15**

The Applicant is not currently proposing any signs with this application.

### **Supplemental Development Standards – CMC 18.17**

Fencing is required at the backs and/or sides of lots abutting critical areas (lots 16-18, lots 26-31, and lots 109-112) shall be installed at the time of house construction and be a condition of final occupancy. Stormwater facility fencing shall be shown on the engineering plans. 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 3, is a Subdivision within a Planned Development. While all vegetation will be removed from areas to receive construction activities, Wetlands B and C will remain in their natural state, meeting the preservation standards of this chapter. Additionally, a pedestrian path will utilize an old logging road bed through Wetland B. The approved Tree Preservation Plan that is recorded as part of the January 2015 DA and the Oregon Oak mitigation plan will be followed. Overall, approximately 74 acres (or 60% of the site) will be preserved as open space to provide passive recreational activities for the residents of this development and the surrounding area.

### **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 was held February 9, 2017. The Pre-application report was emailed February 24, with a revised report following April 17, 2017.

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 October 5, 2017, has been submitted with the Preliminary Plat Application for Green Mountain Phase 3 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 3. For the 159 single-family residential units, the proposed project is estimated to generate 1,514 net new daily trips, 120 net new a.m. peak hour trips (30 in and 90 out), and 160 net new p.m. peak hour trips (100 in and 60 out). Access to the proposed development will be via N.E. Ingle Road.

With the development of Phase 3, there are three intersections which are identified in the Transportation Compliance Letter, dated October 5, 2017, prepared by Kittelson and Associates, Inc. as needing modifications.

- *N.E. 199<sup>th</sup> Avenue/N.E. 58<sup>th</sup> Street (SR 500)*; the Applicant proposes to use proportionate share impact methodology, in cooperation with Clark County and Washington State Department of Transportation (WSDOT) to construct a single lane roundabout.
  - Proportionate share payment amount: would be determined with the help of Clark County and WSDOT.
- *N.E. Ingle Road/N.E. Goodwin Road*; the additional trips that Phase 3 would generate will require adding signalization at this intersection.
- *N.E. 192<sup>nd</sup> Avenue/NE 13<sup>th</sup> Street*; the additional trips that Phase 3 would generate will trigger proportionate share at this intersection.
  - Proportionate share payment amount: \$22,968

## **Conclusion**

Phase 3 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 Land, LLC is proud of this effort and looks forward to working with the City through the approval process.