

STAFF REPORT
Green Mountain Planned Residential Development
Phase 3 Preliminary Plat Application
File Nos. SUB17-03, SEPA18-01

Staff Report Date: March 5, 2018

TO: Hearing Examiner HEARING DATE: **March 8th, 2018**

PROPOSAL: To plat 159 lots for single family home construction on 115 acres. This is part of the overall Green Mountain Planned Residential Development Master Plan.

LOCATION: The entire project is located north of NE Goodwin Road and northeast of NE Ingle Road in Camas, Washington and further described as Sections 17, 20 and 21, Township 2 North, Range 3 East of the Willamette Meridian, Camas Washington.
Phase 3 is located towards the northern end of the overall project area (Parcel numbers 171727-000, 172341-000, 171704-000).

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, and published in the <i>Post Record</i> on January 25 th , 2018, Legal publication #599834.
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STATE ENVIRONMENTAL POLICY ACT (SEPA):	The City issued a SEPA Mitigated Determination of Non-significance (MDNS) (file no. SEPA18-01) on January 25 th , 2018. No appeals were filed.
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APPLICABLE LAW: The application was submitted on October 10th, 2017 , and deemed complete November 9th, 2017 . 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. [Note: Citations from Camas Municipal Code (CMC) are indicated with <i>italicized type</i> .]

I. Summary

Zoning: Single-Family Residential (R-10)

Proposed Lots: Phase 3, 159 lots.

Total site area: 115 acres

Open Spaces: 74 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 contained 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. The Master Plan was approved on August 3rd, 2015, which contained phase 1. Phase 2 was approved on June 15th, 2017

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 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:

This application is for Phase 3 of the overall master plan that will include 159 lots for single family residential units. Phase two will have seven (7) sub-phases, or pods. Phase three is comprised of a total of 115 acres. There are two wetlands contained in this phase that will be protected, a large Stormwater facility located next to Ingle Road, public trails laced throughout and several parking pads where necessary to accommodate for reduced lot widths.

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 19th, 2015 were provided with the original application. The Washington State Department of Archaeology and Historic Preservation (DAHP) provided written comments for the SEPA determination. 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. Phase 3 is part of this overall strategy and contains approximately 75 acres of that total open space. 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 3 contains three wetlands. Wetland A is .03 acres, or 1,306 square feet and is functionally isolated. As such it is exempt from regulatory authority as per CMC 16.53.010.C.2.a as listed on page 2 of the applicant's critical areas report. Staff concurs with this assessment. Wetland B is 2.51 acres and located at the base of the hill next to Ingle Road. No direct impacts to Wetland B, or its associated buffers are proposed.

Wetland C is a .51 acre, Category III wetland and is the only wetland in Phase 3 that will have buffer impacts. The applicant indicates that buffer impacts will be approximately 41,515 square feet in area and will be mitigated by providing buffer enhancement to approximately 58,899 square feet of buffer area on site. The ratio is 1.4:1. Only 10 lots out of the proposed 159 will have buffer impacts (see Figure 7 in Buffer and Mitigation Plan). Lots 16-18, 29-31, and 109-112 are the lots in question. The buffer area for Wetland C is encumbered by old county access gravel roads and invasive plant species such as Himalayan Blackberry. The mitigation plan proposes to mitigate the remaining buffer with 700 shrubs and 210 trees, and to remove the invasive species and gravel roads. Because the applicant has avoided direct wetland impact to the two jurisdictional wetlands, and are only impacting a portion of the buffer on Wetland C it is clear they have taken steps for avoidance.

The buffer mitigation plan can be supported by staff. All buffer mitigation shall be installed prior to final plat approval, and Tract L shall have appropriate fencing installed at the buffer boundary along lots 15-18, 26-31, and 109-112. This entire buffer area shall be mitigated and fenced at one time to help ensure that construction for Phase 3D doesn't adversely impact the wetland and buffer. A condition to this effect is warranted.

Conclusion: As conditioned, this section can be met.

CMC Chapter 16.59.060(C) Geotechnical Evaluation and Assessment.

Findings: The site for Phase 3 does contain steep slopes. The applicant has provided a detailed Geotechnical analysis prepared by Columbia West Engineering, dated September 28th, 2017 (see exhibit 29). The report addresses a number of factors for site development including needing additional analysis on proposed grading, limitations on vegetation removal, additional site specific analysis on lots encumbered by a geo-hazard setback line and other design recommendations. At the time of submittal most all southwester facing lots in Phase 3A and 3B had a significant presence of the geo-hazard setback line contained in the lot and/or building envelope. Specifically, lots 41-44, 50-53, and 66-81 were all encumbered by a 35' geo-hazard setback, and in many cases did not appear to be buildable without further analysis. However, after continued discussions and coordination with the applicant, the City was able to issue a SEPA Mitigated Determination of Non-Significance that addresses conditions specific to geo-hazards on site. The applicant has also submitted an additional letter from their geo-tech (exhibit 30), and has provided a revised survey from Olson Engineering (exhibit 31), that pulls much of the geo-hazard setback out of the lots affected. The applicant has committed to provide Columbia West Engineering as the engineer of record for the full build-out of phase 3, including individual lot analysis at the building permit stage.

The remaining lots of concern are lots 43, 44 and 50-52 (five total) where there is still a geo-hazard setback cutting through most of the building envelopes. Staff recommends that prior to engineering approval for the phases that contain lots 43, 44 and 50-52 the applicant provide a more detailed analysis on how to create buildable envelopes for those affected lots.

Staff recommends that the Examiner incorporate those SEPA18-01 conditions as part of the final conditions of approval.

Conclusion: As conditioned, this section can be met.

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 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).

Much of the approved trail network lies between Phase 1, and Phase 3 and within Phase 3 itself. Thus far the phases and pods built to date have been by a variety of builders. The applicant has agreed to develop the trail sections in the recorded Development Agreement and with the Master Plan approval. To ensure that the trail sections are built with continuity, safety, and are an amenity for the residents as intended the applicant shall have all sections of the trails in Phase 3 designed, approved and installed prior to the final plat approval for the each respective pod/sub phase of Phase 3 where it's located with one exception. There is a section of trails located east of the end of phase 3B, just south of phase 3F where the applicant proposes that section to be built with Phase 3F. The applicant and City have agreed that that section will be built along with other sections of Phase 3B. A condition to this effect is warranted.

Findings: As conditioned, this section can be met.

Neighborhood Traffic Management (NTM)

The City has a Neighborhood Traffic Management Plan (NTM). For the design of new residential streets, the plan states that when a development reaches 700 Average Daily Trips (ADT) or greater that the Applicant will demonstrate how the speed and volume on residential streets will be kept at 25 miles per hour, e.g. traffic calming features.

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 Master plan provided a near-term and a long-term analysis for the build out of this project.

As is required with each subsequent phase, an update to the original Transportation Impact Analysis (TIA), which was part of the overall PRD, was submitted by Kittelson & Associates on October 5, 2017. The updated TIA clearly demonstrates that Phase 3 will exceed the 700 ADT threshold with an anticipated 1,514 new trips daily. Exceeding the threshold requires traffic

calming elements to be incorporated on the residential streets. The Applicant has not identified any traffic calming elements on the residential streets in the preliminary plans.

This phase consists of both public and private streets that will serve 159 lots. The public streets are 28-feet wide and serve 131 lots. There are three private streets that are served from the public street; one that is 28-feet wide with 11 lots that ends at a hammer head; one 20-foot wide cul-de-sac with 6 lots; and one 20-foot wide cul-de-sac with 7 lots. Additionally, there is a 20-foot wide private driveway off NE Ingles Road that serves 4 lots.

A condition of approval requiring that traffic calming elements be installed in the number, type, and location acceptable to the City Engineer is warranted.

Prior to final engineering plan approval, the Applicant shall be required to install acceptable traffic calming elements in the number, type, and location deemed necessary by the City Engineer.

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;

Water:

With the completion of the Phase 1 water system improvements, there is an existing 18-inch water main located in the northbound lane of NE Ingle Road. The line currently dead ends at the northern most limits of the stormwater facility (Tract H) of Green Mountain PRD Ph. 1A & 1B.

Additionally, there is an existing well, with pump house, located in the middle of the Phase 3 property that provides water to the Mountain Glen subdivision. The service main from the well to the Mountain Glen Subdivision is an 8-inch waterline that heads northwest through a water easement on parcels No. 17234-100, 171727-000, and 171696-044 before heading west in NE 48th Circle and dead ending near NE 199th Avenue. The water system serving the Mountain Glen subdivision is currently owned and operated by Clark Public Utilities. However, the Mountain Glen Subdivision is located within the City of Camas' designated Water Service Boundary.

The Applicant approached the City and Clark Public Utilities regarding potential abandonment of the existing water system serving the Mountain Glen Subdivision, provided the Mountain Glen customers could be connected to and transferred to the City's water system. Since the Mountain Glen Subdivision is considered a Satellite Water System and is located within the City of Camas Water Service Boundary, the City and Clark Public Utilities, through a separate process, have agreed upon the transfer of customers to the City provided the Applicant completes all required infrastructure improvements to connect the customers to the City's system.

To connect the Mountain Glen customers to the City of Camas water system, the Applicant shall be required to extend the existing 18-inch waterline on NE Ingle Road to the northwest to the intersection of NE 199th Avenue and NE 48th Circle and connect to the existing 8-inch diameter waterline in NE 48th Circle. The Applicant shall also be required to connect to the east end of the existing 8-inch waterline in NE 48th Circle and extend it to the proposed Phase 3 water system, creating a looped system. Upon completion of the improvements identified above, the existing well shall be decommissioned in accordance with CMC 17.19.020 (A3), State and County

guidelines, and the existing easement shall be vacated. A condition of approval to this effect is warranted.

A condition of approval of the original Planned Residential Development stated that the Applicant was to design and construct Booster Station DE-5 for any phase that has lots located above 370-feet in elevation. Phase 3 consists of a majority of lots located above elevation 370-feet. A condition of approval to this effect is warranted.

Prior to final engineering plan approval, for any phase, the applicant shall demonstrate that adequate fire flows are available for the lots proposed. A condition of approval to this effect is warranted.

Findings: Staff finds that as conditioned the applicant can and will comply with the City's Water System Plan Update.

Storm Drainage:

The Applicant has submitted a preliminary Stormwater Technical Information Report (TIR), dated October 6, 2017, for Phase 3. Phase 3 of the PRD is 114.9 acres in total with 35.3 acres slated for a development that consists of 159 lots. There are three wetlands identified on site, areas A, B, and C. Area A is to be filled and areas B and C are to be protected. Impact to all three wetland areas are to be mitigated in accordance with City of Camas and other Agency requirements.

All stormwater runoff is proposed to be captured and routed to a large wet pond that will be located on Tract B. Discharges from the facility will be released via a flow-control manhole and outfall to an existing culvert that flows underneath NE Ingle Road. This culvert will ultimately discharge west of NE Ingle Road to the existing wetland/field. The existing ditch should be evaluated as to the need for reestablishment of erosion / sediment control measures prior to discharges from the new storm facility. A condition of approval to this effect is warranted.

Proposed Condition: The Applicant shall evaluate the existing ditch for the need to reestablish erosion / sediment control measures prior to discharges from the new storm facility.

This facility is shown to be located on the west side of the phase and adjacent to NE Ingle Road. The facility will be a two-cell 'large' wet pond that will provide for detention and water quality treatment including the required phosphorous removal. Phosphorous removal is required for all developments located within the Lacamas watershed.

CMC 17.19.030.F.6 requires that storm facilities meet the minimum of 30-foot setback from the street. The wet pond located on Tract B does not meet the minimum setback requirement. The pond shall be located such that it meets the minimum setback requirement. A conditional of approval to this effect is warranted.

Proposed Condition: Prior to final engineering plan approval the wet pond, located on Tract B, shall meet the 30-foot minimum setback requirement from NE Ingle Road.

Staff would recommend that in the likelihood that the wet pond cannot meet the 30-foot minimum setback, the Applicant should be required to include enhanced landscaping, screening, and fencing acceptable to the city prior to final engineering plan approval for Phase 3. A condition of approval to this effect is warranted.

If the 30-foot minimum setback is not attainable, the Applicant shall be required to include stall enhanced landscaping, screening, and attractive fencing, in a style acceptable to the City, on the final landscaping plan prior to approval of Phase 3.

The proposed stormwater facility, including fencing and landscaping, is to be located in a separate tract. The tract is to be shown on the plat with a plat note stating that maintenance is to be the responsibility of the Homeowner's Association (HOA). Additionally, the City will have right-of-entry for inspection purposes. A condition of approval to this effect is warranted.

The stormwater facility, including fencing and landscaping, shall be located in a separate Tract. The Tract shall be shown on the plat with a plat note that clearly states that the maintenance of the facility is the responsibility of the Homeowner's Association. The City of Camas shall have right-of-entry for purposes of inspections.

Staff finds that as conditioned the Applicant can or will provide adequate stormwater drainage for Phase 3 of the PRD.

Erosion Control:

Adequate erosion control measures shall be provided during the site improvements planned for Phase 3 of the PRD in accordance with adopted city standards. The Erosion Sediment Control plans shall be submitted to the City for review and approval prior to any ground disturbance. Per CMC 17.21.030 an erosion control bond for ground disturbances of one acre or more is to be submitted to the City prior to release of approved construction plans. A condition of approval to this effect is warranted.

The Applicant shall provide an Erosion Control Bond, per CMC 17.21.030, prior to release of approved construction plans.

The Washington State Department of Ecology requires sites with ground disturbing activities of one acre or more to obtain an NPDES Construction Stormwater General Permit. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their Stormwater Pollution Prevention Plan (SWPPP), prior to release of approved construction plans. The SWPPP is a requirement of the NPDES Construction Stormwater General permit. A condition of approval to this effect is warranted.

The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their SWPPP, prior to release of approved construction plans.

Staff finds that adequate provisions for erosion and sediment control can or will be made.

Sanitary Sewage Disposal:

There is an existing 10-inch gravity sanitary sewer line, located in the southbound lane of NE Ingle Road, which was installed as a condition of Phase 1. The existing gravity main flows to the new NS-STS Goodwin Road Pump Station. The 10-inch sanitary mainline is currently capped with a temporary sanitary sewer cleanout at the northern most limits of the improvements for Phase 1A of the PRD.

The Applicant proposes to extend the 10-inch gravity mainline to the northwest corner of Phase 3. Additionally, a new 8-inch main is proposed to serve Phase 3 with 6-inch laterals provided for each lot. A condition of approval to this effect is warranted.

Proposed Condition: The Applicant shall extend the 10-inch gravity mainline, located in NE Ingles Road, to the northwest corner of Phase 3. Additionally, the Applicant shall design and install a new 8-inch gravity main to serve Phase 3 with 6-inch laterals provided for each lot.

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

Staff finds that adequate provisions can or will be made for water, storm drainage, erosion control and sanitary sewage disposal which are consistent with the Camas Municipal Code, the Water System Plan, the General Sewer Plan Amendment and the Camas Design Standard Manual.

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:

Roads:

NE Ingle Road is an existing public roadway adjacent to and serving the subject property. NE Ingle Road is classified as a collector street in the City's 2012 Traffic Impact Fee Update. The majority of the road is still rural in nature, however half-street frontage improvements were constructed for Phase 1 of Green Mountain PRD. The half-street improvements included a bike lane, curbing, 6-foot sidewalk, planter strip, street lighting, and turn lanes in accordance with the City's arterial standard.

Half-street improvements similar to Phase 1 shall be completed and right-of-way along NE Ingle Road will be required to be dedicated to the City of Camas. A condition of approval to this effect is warranted.

The four (4) public roads, Road 'A', Road 'B', Road 'C', and Road 'D', are to be proposed to be constructed as a typical 52-foot right-of-way road section with 14-foot travel lanes, planter strips and detached 5-foot sidewalks on both sides, and parking allowed on only one side. The public road sections are consistent with and meet the standards set forth in the Camas Design Standards Manual.

Tract 'C', a private road, is proposed to be constructed as a 48-foot right-of-way road section with 14-foot travel lanes, planter strips and detached 5-foot sidewalks on both sides, and parking allowed on only one side.

Tracts 'E' and 'F', private roads, are proposed to be constructed as a 30-foot right-of-way road sections with 10-foot travel lanes, a planter strip and detached 5-foot sidewalk on one side of the road, and no on-street parking allowed.

Tract 'A', a private shared driveway, with access to four (4) lots, is proposed to be constructed a 20-foot right-of-way road section with a 12-foot paved road surface and no on-street parking is allowed. A sidewalk is optional and is not proposed.

The private roads and the shared access driveway, located in Tracts 'A', 'C', 'E', and 'F', are consistent with the design standards for private roads per CMC 17.19.040.

Access spacing on NE Ingle Road:

As noted previously, NE Ingle Road is designated as a collector street. Intersection access spacing requirements for a collector are a minimum of 330-feet to a maximum of 600-feet.

Phase 3 is proposing two access entries off NE Ingle Road. One is the entry road, referred to as 'Road A', that provides access to 159 lots via three (3) public roads and three (3) private roads. Additionally, there is a private driveway entrance, 'Tract A', that provides access to 4 lots. The proposed entry road 'Road A' and the private driveway access, 'Tract A', are to be located a minimum of 330-feet apart. A condition of approval to this effect is warranted.

The proposed private driveway access that is located in 'Tract A' is to be located a minimum of 330-feet north of the project boundary that is adjacent to Parcel No. 172342-000, in order to allow the adjacent parcel to the south maximum opportunities to locate their site access off of NE Ingle Road. A condition of approval to this effect is warranted.

The proposed entry 'Road A' should be located a minimum of 330-feet south of NE 48th Circle. A condition of approval to this effect is warranted.

Access Spacing on Road 'A'

NE Ingle Road is classified as a collector roadway. There is an existing private driveway access to the house located on Parcel No. 171730-000. The location, as shown, is to meet the minimum driveway setback of 110-feet off a collector. A condition of approval to this effect is warranted.

Cul-de-sac's

The Applicant is proposing several cul-de-sacs. Per the CDSM, cul-de-sacs shall have a 43-foot right-of-way and a 35-foot paved radius. The two private cul-de-sacs, located on Tracts 'E' and 'F', are approximately 115-foot long and meet this requirement. Tract 'C' is a private road that ends at a hammerhead.

All four of the interior public roads end in a cul-de-sac. These cul-de-sacs consist of a 43-foot right-of-way and a 35-foot paved radius which meets the design standards per the CDSM.

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

The applicant can or will make adequate provisions for utilities as shown on the Preliminary Development Plans.

LED Street lighting will be installed along all street frontages within and adjacent to the proposed development, in accordance with the Camas Design Standards Manual (CDSM). Additionally, the final plat for Phase 3 is to state that private streets with street lighting shall have a separate meter and that maintenance of all light and power will be the responsibility of the Homeowner's Association. A condition of approval to this effect is warranted.

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 should be shown on the final site improvement plans along with the enhanced landscaping to screen the stormwater facility. The applicant will also be required to provide acceptable fencing and landscaping along NE Ingle Road in accordance with CMC 17.19.040 (B 11c). The proposed fencing, 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.

Conclusion:

Staff finds that 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 3 are based on the general pod layout for the overall PRD and contain lots from Pods F, G and E. 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 3 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.

Lots 18, 102 and 103 do not appear to have adequate frontage, and as such shall be revised prior to final plat approval. A condition to this effect is warranted.

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:

NE 199th Ave. & NE 58th St. (SR-500)

The intersection of NE 199th Avenue and NE 58th Street is located to the north of the Phase 3. The TIA has identified the following impacts at the intersection with the construction of Phase 3:

- The intersection does not meet WSDOT’s level-of-service (LOS) standard during the weekday p.m. peak hour with the buildout of the Phase 3 site, as the northbound approach is projected to operate at a LOS D.
- WSDOT has identified a single-lane roundabout as the preferred long-term improvement at the intersection.
- Phase 3 and other subsequent developments adding trips to the intersection will be assessed a proportionate share mitigation payment based on the number of peak hour trips these developments would add to the intersection.
- Phase 3 is projected to add 24 trips to the intersection during the weekday AM peak hour and 32 trips during the PM peak hour.

The TIA was reviewed by Clark County staff, as this intersection is located in Clark County and not within Camas city limits. County Staff evaluated the operating levels and standard delays. County Staff concurs with the Applicant’s finding that operating levels and standard delay times can achieve a LOS better than the County’s minimum allowable LOS E for unsignalized intersections.

The County has determined that this development can comply with adopted Concurrency Standards for corridors and unsignalized intersections under County jurisdiction.

The TIA was also reviewed by WSDOT Staff, as this intersection is located on a State Highway (SR 500). As stated above, WSDOT has identified a single-land roundabout as the preferred long-term improvement as the intersection. However, WSDOT also agrees that because of right-of-way constraints at the intersection, it’s not possible for the Applicant to mitigate for their impacts through traditional construction improvements.

The TIA recommends that Phase 3 contribute a proportionate share payment towards design and construction of a single-lane roundabout at the intersection of NE 199th Avenue / NE 58th Street. The payment amount shall be determined in coordination with WSDOT and Clark County. City Staff and WSDOT agree with this proposed mitigation approach. *A condition of approval to this affect is warranted.*

NE Goodwin Road/NE Ingle Road

In the initial Master Plan TIA, the intersection of NE Ingle Road / NE Goodwin Road was projected to not meet the City's intersection operating standards in the 2029 background conditions during the weekday p.m. peak hour and the 2019 total traffic conditions during both the weekday a.m. and p.m. peak hours.

The recommendations in the TIA at that time were:

- To construct an eastbound left-turn lane on NE Goodwin Road at NE Ingle Road with Phase 1. This was constructed with Phase 1
- To construct a westbound right-turn lane on NE Goodwin Road at NE Ingle Road with the 203rd Phase 1 trip. The right-turn lane should provide at least 100-feet of storage. Assumed to be constructed with Phase 2; will be required to be constructed prior to Final Plat approval for Phase 3 if not already constructed with Phase 2.
- To construct a three-lane roadway section on NE Goodwin Road along the site frontage in conjunction with standard frontage improvements as adjacent development occurs. Will be constructed with each phase as applicable.
- Upon completion of Phase 1 site development, the Applicant shall monitor the need for installation of a traffic signal with each future subdivision application at the intersection and construct a traffic signal when the intersection no longer satisfies the City's performance standard LOS D and v/c of 0.90 or better and the intersection volumes meet traffic signal warrants.

Per the updated TIA, the southbound left-turn lane at NE Ingle/NE Goodwin Road is projected to operate at a LOS C during the weekday a.m. peak hour with a v/c ratio of 0.22. During the weekday p.m. peak hour, the southbound left-turn lane will operate at a LOS F but under capacity with a v/c ratio of 0.68. Therefore, the intersection no longer satisfies the City's performance standard of LOS D and v/c of 0.90 or better based on the weekday PM peak hour operations.

With signalization, the intersection will meet the City's performance standards. A condition of approval requiring signalization with Phase 3 is warranted.

NE 192nd Avenue/NE 13th Street

The Master Plan TIA identified this intersection, pre-construction, of not meeting the City of Vancouver's LOS for the AM peak hour for southbound left-turns onto NE 192nd Avenue from NE 13th Street. Additionally, the 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 recommendation to mitigate traffic conditions was to construct a proposed proportional cost sharing methodology to fund future construction of a northbound right-turn lane and a westbound right-turn lane on NE 13th Avenue at NE 192 Avenue.

The updated TIA evaluated the additional trips generated with Phase 3 with the following results:

- Phase 3 is projected to add 72 weekday p.m. peak hour trips to the intersection of NE 192nd Avenue / NE 13th Street. This trip impact triggers a proportionate cost share of

\$22,968.00 (\$319.00 per trip) based on the mitigation methodology presented in the Master Plan TIA.

The recommendation in the updated TIA is a proportionate contribution to the City of Vancouver in the amount of \$22,968.00 towards future improvements at NW 192nd Avenue / NE 13th Street. A condition of approval to this effect is warranted.

Neighborhood Circulation Considerations

The updated TIA has recognized the need for a left-turn lane on NE Ingle Road approaching the entrance into Phase 3. The new lane will reduce the potential delay incurred by southbound through traffic on NE Ingle Road related to southbound traffic turning left into the site. A condition of approval to this effect is warranted.

Per the updated TIA, the location of proposed Road 'A' was selected to maximize available intersection sight distance at the NE Ingle Road connection point, taking into account the horizontal curve along the south portion of the NE Ingle Road frontage as well as vertical curves along the roadway. The available intersection site distance at the proposed access for Road 'A' is to be shown on the engineering plans. The TIA recommends speed reduction markings could be installed along NE Ingle Road approaching the Road 'A' per MUTCD guidance, subject to City approval. A condition of approval to this effect is warranted.

Proposed Condition: The intersection site distance, at the proposed access to Road 'A', is to be shown on the engineering plans. Additionally, speed reduction markings shall be installed along NE Ingle Road approaching Road 'A' per the MUTCD guidance and with approval from the City.

Additionally, the TIA states that posting a reduced speed limit, along NE Ingle Road through the area of the proposed site frontage improvements, would be expected to reduce the site distance requirements relative to the distance shown on the site plans included in Appendix J of the updated TIA.

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 majority of 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 3 for Green Mountain (SUB17-03).

PROPOSED CONDITIONS OF APPROVAL (SUB17-03)

Engineering:

1. A 3% plan review and inspection fee will be required per resolution number 1023. The fee will be based on an Engineer's estimate or construction bid. The fee is due prior to approved construction drawings being released by the City.
2. Per CMC 14.02 Stormwater Control, stormwater treatment and detention shall be designed in accordance with Ecology's latest edition of the Stormwater Management Manual for Western Washington (SWMMWW) and the City of Camas Stormwater Design Standards Manual (CSDSM).
3. Prior to final engineering plan approval, the Applicant shall be required to install acceptable traffic calming elements in the number, type, and location deemed necessary by the City Engineer.
4. The Applicant shall be required to design and install an 18-inch diameter water main extension on NE Ingle Road from its existing terminus to the intersection of NE 199th Avenue and NE 48th Circle and connect to the existing 8-inch diameter water main in NE 48th Circle, in accordance with the City's Design Standards Manual.
5. The Applicant shall be required to design and construct an extension of the existing 8-inch diameter waterline from the east end of NE 48th Circle to the Proposed Phase 3 water system, creating a looped system including the Mountain Glen customers.
6. The Applicant shall be required to decommission the existing well serving the Mountain Glen Subdivision in accordance with State and county guidelines and per CMC 17.19.020 (A3), and vacate the existing easement after water to the Mountain Glen Development is looped and said residents have access to City water. Prior to decommissioning the well, the Applicant shall be required to coordinate with Clark Public Utilities and the City regarding the salvage of any equipment wanted by either agency, and any other specific requirements regarding decommissioning and abandonment of the existing system and equipment.
7. The Applicant shall be required to design and construct Water Booster Station DE-5 in order to provide pressure for lots above elevation 370-feet.

8. Prior to final engineering plan approval, for any phase, the applicant shall demonstrate that the proposed water system improvements being installed will provide adequate fire flows for the lots proposed.
9. The Applicant shall evaluate the existing ditch for the need to reestablish erosion / sediment control measures prior to discharges from the new storm facility.
10. Prior to final engineering plan approval the wet pond located on Tract B shall meet the 30-foot minimum setback requirement from NE Ingle Road. If the 30-foot minimum setback is not attainable, the Applicant shall be required to include stall enhanced landscaping, screening, and attractive fencing, in a style acceptable to the City, on the final landscaping plan prior to approval of Phase 3.
11. The stormwater facility, including fencing and landscaping, shall be located in a separate Tract. The Tract shall be shown on the plat with a plat note that clearly states that the maintenance of the facility is the responsibility of the Homeowner's Association. The City of Camas shall have right-of-entry for purposes of inspections.
12. The Applicant shall provide an Erosion Control Bond, per CMC 17.21.030, prior to release of approved construction plans.
13. The Applicant shall provide a copy of their NPDES Construction Stormwater General Permit and their SWPPP, prior to release of approved construction plans.
14. The Applicant shall extend the 10-inch gravity mainline, located in NE Ingles Road, to the northwest corner of Phase 3. Additionally, the Applicant shall design and install a new 8-inch gravity main to serve Phase 3 with 6-inch laterals provided for each lot.
15. The Applicant shall be required to construct half-street frontage improvements picking up where Phase 1 ended and along all portions of Phase 3 that abut NE Ingle Road. Improvements shall meet the City's Design Standards for half-street improvements.
16. The Applicant shall dedicate the half-street improvements and additional right-of-way along NE Ingle Road to the City of Camas.
17. The Applicant shall locate the proposed entry drive into Phase 3 off NE Ingle Road a minimum of 330-feet north of the project's south boundary.
18. The Applicant shall locate the proposed entry drive into Phase 3 off NE Ingle Road a minimum of 330-feet south of NE 48th Circle.
19. The Applicant shall locate entry 'Road A' and the driveway access, located in 'Tract A', a minimum of 330-feet apart.
20. The Applicant shall locate the proposed private driveway access, located in 'Tract A', a minimum of 330-feet north of the Phase 3 project's south boundary that is adjacent to the north boundary of Parcel No. 172342-000.
21. The Applicant shall locate the proposed entry drive into Phase 3 off NE Ingle Road a minimum of 330-feet south of NE 48th Circle.
22. The final plat for Phase 3 shall state that private streets with street lighting shall have a separate meter and that maintenance of all lights and power will be the responsibility of the Homeowner's Association.
23. Prior to final engineering plan approval the Applicant shall include a landscaping plan that details the location, number, plant species proposed, planting notes, fencing notes, and associated details.
24. The Applicant shall contribute a proportionate share payment towards the design and construction of a single-lane roundabout at the intersection of NE 199th Avenue / NE 58th Street.

25. Prior to preliminary plat approval of each additional phase the applicant shall submit an updated assessment as to the potential need for providing an eastbound right turn taper or lane at the intersection of NE 58th Avenue at NE 199th Street.
26. Prior to acceptance of infrastructure, the Applicant shall be required to design and install the signal at the intersection of NE Ingle Road / NE Goodwin Road.
27. Prior to issuance of the first building permit in Phase 3, the Applicant shall be required to contribute a proportionate share, in the amount of \$22,968.00, to the City of Vancouver towards future construction of a northbound right-turn lane on NE 192nd Ave. and a westbound right-turn on NE 13th Street.
28. The Applicant shall design and construct a left-turn lane at the intersection of NE Ingle Road and Road 'A' that will provide sufficient intersection capacity in order to comply with the City's transportation concurrency requirements.
29. The intersection site distance, at the proposed access to Road 'A', is to be shown on the engineering plans. Additionally, speed reduction markings shall be installed along NE Ingle Road approaching Road 'A' per the MUTCD guidance and with approval from the City.
30. The Applicant shall ensure that the private driveway access off Road 'A' meets the minimum setback requirement of 110-feet from the intersection of NE Ingle Road and Road 'A'.

Planning and Building:

31. The applicant shall install all appropriate wetland buffer mitigation planting prior to final plat approval, and Tract L shall have appropriate fencing installed at the buffer boundary along lots 15-18, 26-31, and 109-112. This entire buffer area shall be mitigated and fenced at one time to help ensure that construction for Phase 3D doesn't adversely impact the wetland and buffer. Where lots abut in phase 3F, the applicant can work with the city for an acceptable temporary fencing solution.
32. 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.
33. 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.
34. 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.
35. Lots 18, 102 and 103 do not appear to have adequate frontage, and as such shall be revised prior to final plat approval
36. 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.
37. 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.

38. 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.
39. The Geotechnical Engineer of record (Columbia West Engineering, Inc.) must evaluate the final grading plan and its impacts on slopes and the underlying soils. This review must be submitted for approval with site construction plans, prior to engineering plan approval (Refer to Columbia West Engineering, Inc. Recommendations on pages 12 & 13, Geotechnical Engineering Report).
40. The applicant shall retain the Geotechnical Engineer of Record (Columbia West Engineering, Inc.) to provide geotechnical special inspections during construction and a final summary report on the subdivision infrastructure construction (i.e. roads, underground utilities, initial lot grading, etc.) that confirms compliance with their geotechnical engineering report.
41. For lots adjacent to steep slopes (lots 41-44, 50-53, and 66-81), the Geotechnical Engineer of Record must perform a lot specific geotechnical evaluation, which will be submitted with the building permit application.
42. Removal of established slope vegetation shall be minimized.
43. Surface water must be collected and routed away from the slopes of the geohazard areas.
44. Temporary construction fencing shall be installed around the geohazard setback prior to earthwork.
45. No fill or ground disturbance within the identified geohazard and setback area shall occur.
46. Clearing and grading including utility and road construction activities shall be allowed only from May 1st to October 1st of each year. The City may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions.
47. 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:

48. 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
49. 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
50. 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.
51. 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

52. 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.
53. 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
54. 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.
55. 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
56. 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.
57. Underground oil tank removal requires a permit with the fire marshal's office following IFC (International Fire Code) 3404.2.14
58. Any existing structures that are scheduled to be torn down may be considered for fire department training.
59. 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
60. Any gates serving two or more homes is required to follow the gate code CMC 12.36
61. Gated access to two or more homes is required to have Low Flow Life Safety Residential Fire Sprinklers installed CMC 12.36.040.J
62. 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.
63. Currently fire Impact Fees of .20 cents per square foot are waived when Low Flow Life Safety Residential Fire Sprinklers are installed.
64. Currently 13D Permit fees are waived when Low Flow Life Safety Residential Fire Sprinklers are installed. However permit submittals are still required.
65. 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.
66. 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.
67. Automatic fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings. IFC B 105, CMC 17.19

68. Onsite fire hydrants required contact fire department for locations. IFC Appendix C Sec. C 105
69. 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
70. Contact the building department for street names and addresses. CMC 17.19.040 (b) (7) Ord. 2421
71. 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
72. 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
73. 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
74. 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)
75. A separate permit with the Fire Marshal's office required for any blasting performed on site. IFC 105.6.15, CMC 1540
76. 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.
77. Street signs to include hundred block designations.

Plat Notes:

1. A homeowners 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. For lots adjacent to steep slopes (lots 41-44, 50-53, and 66-81), the Geotechnical Engineer of Record must perform a lot specific geotechnical evaluation, which will be submitted with the building permit application.
4. Within identified tracts, steep sloped areas, wetlands, streams and associated buffers shall be maintained in their natural state as described in the final mitigation plans.
5. Tree topping is not permitted, nor removal of more than 20 percent of a tree's canopy. Trees that are determined to be hazardous by a licensed arborist may be removed after approval by the City. Removal of hazard trees, and required street trees shall be promptly replaced and maintained.

6. 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.
7. Automatic life safety residential fire sprinkler system designed and installed in accordance with NFPA 13D is required in all new dwellings.
8. 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.
9. 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.
10. 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.